

Number 4



Vol. XXXVII

FITTING OUT NUMBER

APRIL 1926

After waiting through an apparently endless winter, with its ice and snow, the motor boat enthusiasts welcome the first warm days of Spring. They indicate to him that it is time to get busy and refit the boat. Many tasks await his attention, and after several weeks of intensive effort his motor boat and engine will be again ready to serve him for pleasure and recreation.

Cover Design by G. C. Pearce

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Photograph by M. Rosenfeld



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—another DAVIS ISLANDS—
St. Augustine On the Ocean

The new fifty million dollar development in the heart of America's oldest city, sponsored by D. P. Davis, developer of Davis Islands, Tampa in the Bay, Davis Shores will be another Davis Islands, for the things that were done there will also be done here.

Mr. Davis *made* Davis Islands and sold it out in a year's time. He spent millions in its development, and when the entire property was sold out he evidenced his continued faith in Florida and Davis Island by establishing a ten

million dollar fund with which property-owners might build homes, hotels, apartments and business buildings. Davis Shores in Saint Augustine will be the same high-class and successful development as Davis Islands.

D. P. DAVIS PROPERTIES, Owners and Developers
ST. AUGUSTINE, FLORIDA

A National Regatta at MIAMI BEACH

Yachtsmen and Entries Attracted from All Parts of the World—One Hundred Fifty Three Starters in Twenty Six Events Make Biscayne Races Biggest of Year

SELDOM have so many nationally famous race boat owners raced their craft in a single regatta as that held at Miami Beach, Florida, on March 18, 19 and 20. Gar Wood, who himself has not been actively interested in racing since last spring, had three new craft at the starting line with himself at the helm of his newest and most radical boat, Baby Gar VI. His brother, Phil Wood, drove Baby Gar IV and another brother, George, drove Baby Gar V. William J. Conners of Buffalo and Palm Beach had two of

his boats, Miss Okeechobee and Miss Palm Beach, racing in all events in which they were eligible. Mrs. Conners was at the wheel of the former boat and handled this craft with such skill as has never before been seen. Carl G. Fisher had three boats entered, including his famous Baby Shadow which was the feature craft at last summer's Gold Cup races at New York. Victor Klierath was again driving Baby Shadow, Richard Hoyt drove Mr. Fisher's Biscayne Baby and Captain Clyde Hewes piloted Shadow H in the express cruiser event, coming from behind in the last few feet of the race and winning by one second. Webb Jay had both his racing boats, Adieu and his express cruiser of the same name in their respective classes. D. P. Davis had Miss Tampa in the class for Gold Cup boats and if it had not been for a railroad accident would have had six of his Junior Gold Cup boats racing at Miami Beach also.

Howard W. Lyon of New York and Miami Beach raced his Baby Cub, L. C. Morang and S. A. Lynch also raced their Baby Gars. Owen Smith, son of Chris Smith and brother of Jay and Bernard Smith, the designers and builders of Chriscraft, had nine Chriscrafts racing at Miami and their event was one of the thrills of the regatta. The Chriscrafts also rendered wonderful service as patrol and dispatch boats, being always ready to run and perform any service required of them.

Another famous boat which competed but this time under a new name, was Palm Beach Days. This boat is none other than Harry Greening's

H. Paul Prigg, Secretary and Robert H. Gamble, Commodore of the Miami Yacht Racing Association, who assisted materially in the races.



The classes for Chriscraft and Dodge Water Cars attracted a large number of boats and provided some of the most interesting racing of the whole meet.



Twelve boats of the Biscayne Baby class raced in three 12-mile heats for the Gov. Martin Trophy and other prizes. The boat owned by H. Paul Prigg won most of the prizes.

Rainbow III, which all but won the Gold Cup Race at Detroit in 1924. As will be remembered, Rainbow III led for 89 miles of the 90 mile race when an accident to her rudder caused the loss of a fraction of a minute and the race. Commodore Greening sold the hull of Rainbow III to William Bigelow of Palm Beach. A few weeks ago, Bigelow and Commodore Wagg of the Palm Beach Yacht Club installed one of the latest Packard Gold Cup engines in this boat and rechristened her Palm Beach Days. Their craft made her maiden appearance at the Miami Beach regatta with Commodore Bigelow at the helm. While Palm Beach Days was not quite as fast as the Gold Cup boats, Baby Shadow and Miss Tampa, yet her showing was very creditable and she was able to keep the other boats stepping at a



Miss Okeechobee owned by W. J. Connors of Buffalo and Palm Beach, who with Mrs. Connors at the wheel, won the big Free For All and Chance races.



Some of the visiting yachtsmen. D. P. Davis, Jacques Thorne, Commodore Gar Wood, Ira Hand, Mrs. Wood and Commodore A. A. Schantz



The 3 boats competing for the Fisher-Allison Trophy which was won by Baby Gar VI, owned and driven by Commodore Gar Wood.



Jesse Jay at the microphone of station WIOD from which were broadcast the actual races while they were in progress.

very lively pace. After the accident to Baby Shadow, Palm Beach Days went into second place and was only beaten for the trophy by Miss Tampa.

Twelve of the Biscayne Babies were in racing trim and performed even better than at Manhasset Bay last summer. These boats are now all owned privately by yachtsmen at Miami and Miami Beach. Their owners had been grooming their craft all winter for the Big Regatta and all the boats were in excellent shape and the competition was close. The same 100 h.p. Scripps engines are installed and their year of racing apparently had not discounted their power or reliability. Governor Martin had donated a perpetual trophy to be raced for annually by these boats at the Biscayne Bay regatta and all owners were particularly keen to win this. Paul Prigg who broke into racing last summer at Manhasset Bay and has since developed into one of the country's most enthusiastic racing men, was able to keep his craft in the front in two of the three heats and although he was not able to finish better than fifth in the first heat,

yet he collected enough points to win the Governor Martin trophy, at least for one year. Roger Nordella, driving Venetian Isles led the field home in the first heat and should have given Paul Prigg a close run for first place, except for the fact that a big swell from a passing patrol boat almost submerged his power plant while he was preparing to start in the second heat, keeping him out of this event entirely. In the third heat Roger was so intent upon getting the jump on the field at the start that he went over starting line a fraction of a second ahead of the gun and had to be disqualified. The races for the Biscayne Babies were held under the supervision of the newly formed Miami Yacht Racing Association, under the direction of Commander Robert H. Gamble.

Altogether 26 events were held during the three days' regatta, more than the number held at any other race event, not even excepting the Manhasset Bay races last summer. All of the events were started on time without delay. The interval between events in every instance was less than three minutes. A total of 153 race boats started, making a spectacle which will be long remembered by those whose privilege it was to be present.

The race for the Fisher-Allison trophy featured the first day's racing. Three 50-mile heats were scheduled for this event which was open to displacement runabouts of over 32 feet in length powered with motors of not over 1075 cubic inches. Gar Wood and Webb Jay each had won two legs of this trophy and only one more win was necessary to obtain permanent possession of what is probably the most attractive prize ever raced for. Commodore Wood built a new boat, Baby Gar VI, which he raced for the first time. In design, this new Wood boat was very different from any which the Commodore has turned out. He has always been a believer in wide stern racing craft but Baby Gar VI was of the newer narrow stern type and while he also had his Baby Gar IV entered which is of the wide stern type and powered with an engine of the same power, yet the narrow stern craft was able to run circles around the older boat. Webb Jay also had an excellent boat in his Adieu V but she was outclassed by Baby Gar VI and her performance a keen disappointment. The latter boat took the lead at the very start and was never headed during the entire race. Adieu withdrew before the end of the first 50 miles and Baby Gar IV withdrew before the 100-mile mark



Palm Beach Days, formerly Rainbow III, owned by William Bigelow and Alfred H. Wagg of Palm Beach. This boat is powered with a new Gold Cup Packard engine.

was reached, leaving Baby Gar VI to finish alone. So this much sought trophy goes to Gar Wood permanently.

No race or no trophy has ever done so much to produce real engines and real hulls as the Fisher-Allison Trophy which has been in competition since 1921. This race has been directly responsible for the passing of the old useless hydroplane and the development of the mile-a-minute run-about which we have today, boats which can be handled and used by almost anyone, anytime and anywhere. While Commodore Wood opposed the aims sought by this trophy in the earlier days, yet he soon came around in his thoughts and his boats have entirely met with the terms of the Deed of Gift and have been real craft in every sense. No more popular win could have happened and when the Trophy was presented to Commodore Wood by Commodore C. W. Kotcher, Chairman of the Prize Committee, at the Yachtsmen's Ball held at the close of the regatta, he received an ovation from the many hundreds of yachtsmen and others present.

In the class for Gold Cup boats, Baby Shadow owned by Commodore Carl G. Fisher showed that she is easily the fastest Gold Cup boat afloat today but unfortunately the same factor of unreliability which kept her from winning last summer was still present. After winning the first 12-mile heat, Baby Shadow started again in the lead in the second heat but had gone only a few miles before a stern propeller shaft bearing broke, tearing a hole in her bottom causing her to sink on the course. Miss Tampa on the other hand proved not only very fast but reliable. She ran the three heats without trouble of any kind and finished the winner. One of her laps around the mile-and-a-half course, was at a speed of 50 miles an hour flat, which is extremely fast for this course and a record.

The race for the Colonel Green perpetual trophy open to outboard motors of not over 17 cubic inches brought out a big field. Unfortunately, however, the little fellows were too keen to win and failed to observe the rules for the race. When the five-minute starting gun was fired, one of the boats thinking it was the starting signal made a dash for the line. Upon seeing this boat start, the entire field with the exception of two boats, made a wild dash for the line, all of them getting away five minutes early. The two owners who did wait for the proper signal made a good getaway but the faster of the two, powered with a Lockwood Ash motor, in his excitement cut one of the turning buoys so the race really went to the sole survivor, a little craft owned by Wm. Ware of Miami Beach and powered with a Johnson outboard motor. This youngster, who owned and piloted his own craft, really deserved to win as he had thoroughly prepared himself and raced as a race should be run.

Two races for Baby Gar Runabouts that were held, nine miles each. Miss Palm Beach owned by W. J. Conners took the lead in the first race and held it almost to the finish line, when a broken piston put her out of the race. Miss Lauderdale owned and driven by L. C. Morang, who had been pushing Miss Palm Beach all the way for first place, took the lead after the accident to Miss Palm Beach and held it to the finish line. Bebe, owned by S. A. Lynch finished in second place, followed by Baby Cub and Baby Gar VII, in the order named.

The second 9 mile race for Baby Gar boats, finished in practically the reverse order of the first race. Baby Gar VII driven by George Wood, which finished last in the first race, came into first place in the race on Saturday. Baby Cub, owned by Howard W. Lyon, finished in second place, followed by Bebe. Miss Lauderdale, which raced ran an excellent race the day before, was only able to finish a poor fourth.

The Chance race open to all types of boats attracted twenty-five starters, of which nineteen finished. Miss Okeechobee, driven by Mrs. W. J. Conners took the lead at the start and held it to the finish covering the 4½ mile course in 6 minutes, 18 seconds. The other boats finished in rapid succession from the time Miss Okeechobee had finished until Mindoro, Jr., came in 34 minutes later.

The Free For All race open to all types of boats furnished the greatest thrill of any event seen in past years. Nearly 20 boats started in this race, all of them being of the high speed type. From the very start it was anyone's race. The competition between Baby Gar VI and Miss Okeechobee, with Mrs. W. J. Conners at the wheel was very keen. Phil Wood was able to get his boat over the starting line exactly with the crack of the gun and got the jump on the entire field. Miss Okeechobee was a few seconds late in starting but in a very short time had passed the rest of the field and was out after Baby Gar VI. Mrs. Conners was driving the most extraordinary race, showing no signs of fear and disregarding entirely the wash from the 20 odd craft which were competing in this class and stirring up a sea which made the water more like the Atlantic Ocean than an inland race course. Mrs. Conners slowed up for neither turns or for passing boats, being set upon catching Baby Gar VI in the shortest possible time. At the end of the first round Baby Gar VI was still in the lead but Mrs. Conners was fast gaining on her. Coming down the back stretch on the second round, the boats were almost neck and neck but with Baby Gar VI still leading. By the time the boats were entering the home stretch on the second round, Phil Wood became badly tangled in the swells of a number of express cruisers which were also competing in the same race and his craft took a jump at least 20 feet in the air and when it landed, she was keel up with both Mr. Wood and his mechanic, Orlin Johnson, in the water struggling for their lives. While patrol and spectator boats went out to the overturned craft, yet the racing boats sped on. Mrs. Conners went into the lead and held it to the finish line. Fleetwood III finished in second place followed by about eight other craft which made excellent time.

Commander C. F. Hamilton of Ft. Lauderdale brought down 9 Dodge Water Cars which greatly assisted in making the Regatta a success. These boats raced in two heats of 6 miles each and showed their reliability to the large crowd of spectators present. The Dodge Water Car owned by Mrs. C. F. Hamilton, finished first in both heats and took first prize, a silver cup presented by the Horace E. Dodge Boat Company.

The story of the Miami Beach Regatta would not be complete without particular mention of the three races in which the boats of the one design Baby Buzz class competed.

Nine Chriscrafts competed in the race and as always, the result was close and the interest intense.

A complete summary of the results of the Miami Beach regatta will be found on pages 234 and 240.



The Biscayne Babies at the turns provided the greatest thrill but no casualties resulted as it is practically impossible to upset these craft.

CHAP *Says:*

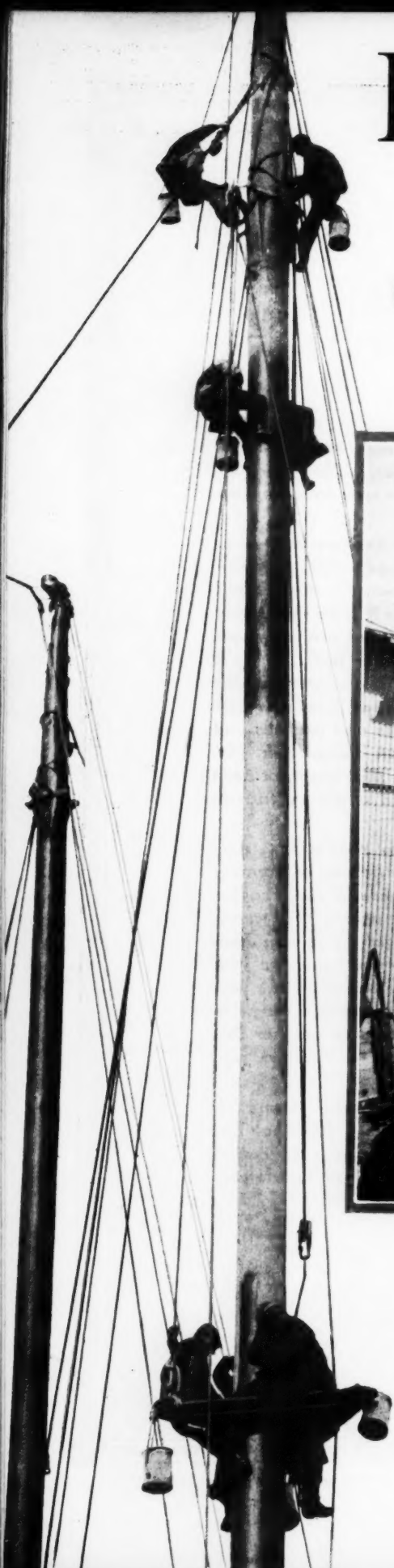
APRIL AGAIN—And Motor Boating

LAST Sunday there was a touch of summer in the air. The sun was genially warm. The fields showed that brown of early spring except for a few patches of snow and ice on the northern slopes. The outer bay was clear, sparkling water; in the inner bay the ice was breaking up rapidly.

A few weeks more and winter will be done for. And we who have been forced to remain North will heave a great sigh of relief, thankful that the weary months are behind us. The earliest possible minute will see us in old clothes and down at the ship yard. We'll take the winter covering from the boat, we'll look her over carefully, and probably call to some neighbor, "Well, the old ship stood the winter well!" We'll plan changes, those changes we talked about during the winter months and before a log fire, changes that will make of our boat the one perfect little ship! We'll get out scrapers and paints and brushes and we'll work like Trojans from early morn 'till after sun down. Oh, yes, at quitting time we'll be tired and weary and muscles that have not been used all winter will ache—but we'll be happy! And when we turn in at night we'll need no lullaby to make us sleep!

Some day some poet will do justice to the joys of motor boating. And he'll sing not only of cruising over blue water, but of the ring of hammer against caulking iron, of the steady swish of paint brushes, of the creaking of the windlass as the old ship takes to the water again. For truly, motor boating in all its phases is the sport of Kings! You can have your motor cars and your crowded, dusty highways, you can have your golf courses and your tennis courts; but once you've tasted of the joys of motor boating, once you've handled your boat in waters rough or calm, once you've donned old clothes and have helped to get her into the water again, you'll have a love for the sport and a love for your ship that you never experienced in other sports.

April and springtime—and motor boating time again! Come on, you who have hesitated, and join this sport of Kings! Rowboat and outboard motor, dinky motor boat or palatial yacht, sailing cat or majestic schooner, it makes no difference! All cruise over blue water, all afford great joy and lasting pleasure, so, hesitate no longer! Make your choice now and come along!



FITTING OUT

for the

AUXILIARIES

By Frederick D. Wood

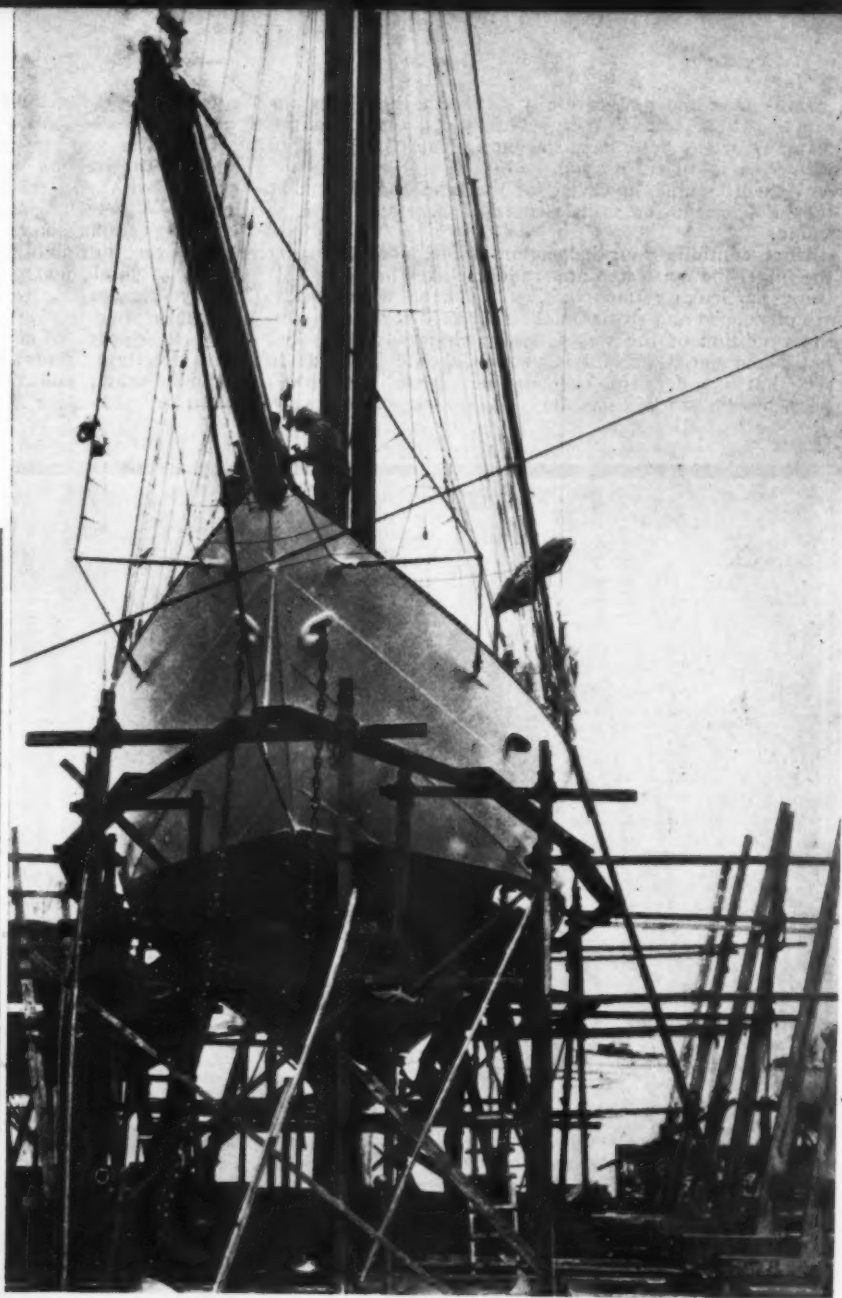
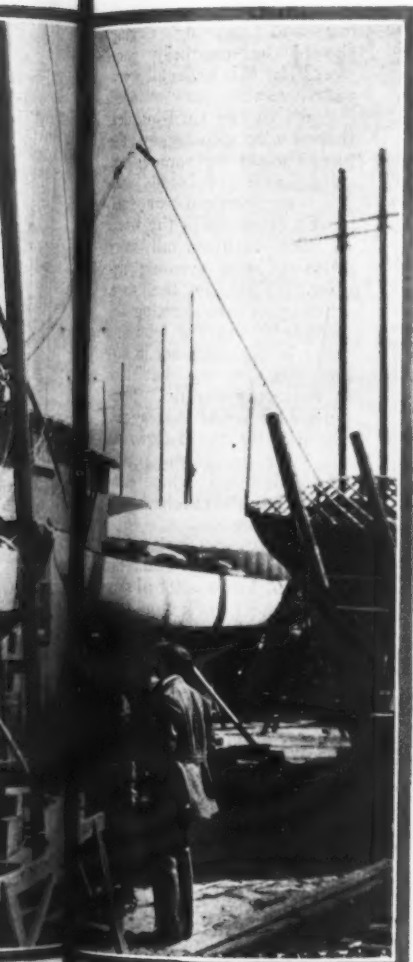


Scraping the spars and resteping the masts are always picturesque jobs

PARDON me, Motor Boating brethren, Chap says I'm in the right place, but I feel a bit awkward; I'm a wind-jamming, monkey-wrench sailor, which means that I'm a skipper of an auxiliary.

There is wind-jamming blood in me, as there is in most of us who like the smell of the sea and the feel of salt spray in our faces, but business today places time limitations upon our goings and comings, and so we find more and

**Motor Powered
Sailing Craft Have
Their Own Prob-
lems as Well as the
Usual Spring
Maintenance Work
to Care For**



The big auxiliary craft are best refinished by the skilled forces at the shipyards

more wind-jammers quietly slipping auxiliary power plants under their hatches so as to make port on time.

I suppose a power plant in the lazarette makes a sailing vessel

a motor boat in Chap's eyes. So that is why a little talk about putting an auxiliary in commission seems in order.

With this slight apology, let's get down to business: To begin with, putting any boat in commission depends a whole lot on how she was put up for the winter. North of Hatteras, boats along the Atlantic Seaboard and on the Great Lakes should have some sort of protection from the weather. There is nothing worse for canvas-covered decks, cabin house tops and cockpits, than leaving them exposed to snow and ice and the thawing in the spring.

Since very few yards have much available under-cover storage, the boat should have some sort of individual roofing. A good heavy tarpaulin, drawn over a ridge pole, supported by rough planks, answers the purpose very satisfactorily for the vast majority of boats.

When you start to put the good ship in commission in the spring, you are tempted, no doubt, to remove this winter covering hastily—don't do this. Remove this winter covering carefully. Save the wooden pieces that were used for the roofing frame, and number them, if possible. There is another winter coming and you will save yourself money and trouble by doing this now. Just another little point: I know of cases where a better selling price was obtained because the skipper could include a winter covering in good condition in his bill of sale.

Having removed the winter covering properly, you should next make a thorough inspection of the boat as a basis for laying out the required work. This is important if you want to do a good job and finish on time.

Look over the hull carefully. Inspect the seams for caulking. Of course, if any soft spots appear in the planking or any butts have started or seams sprung, then your work is cut out for you.

We will assume, however, for the sake of brevity that the hull, except for a little caulking here and there, is sound.

Next continue your inspection inside, not neglecting the bilge, the mast step and rudder post—the latter two being particularly important. Of course, where masts are unstepped and stored in the spar shed for the winter, the condition of the step is easily observed; but when not taken out, a careful inspection should be made to see that no dry rot has set in. Also, the rudder post, having stood, as it did, a heavy season last year,

should now be gone over carefully for any signs of weakness.

Of course your inspection should include all fittings, such as the ice box, toilet, in fact the whole plumbing system, with particular regard for all valves and sea-cocks. Water and gas tank connections, propeller-shaft coupling, stuffing-boxes, and the motor itself should be gone over thoroughly.

It is a good idea to jot down and make a list of the things that need attention, so that you may properly organize your work.

Most skippers, of course, carry over from the previous season certain things that need attention or change. For example, can't you remember having heard the first mate say she never, never, would cook another bit of chow aboard until that pot locker was changed. It's things like that I'm referring to.

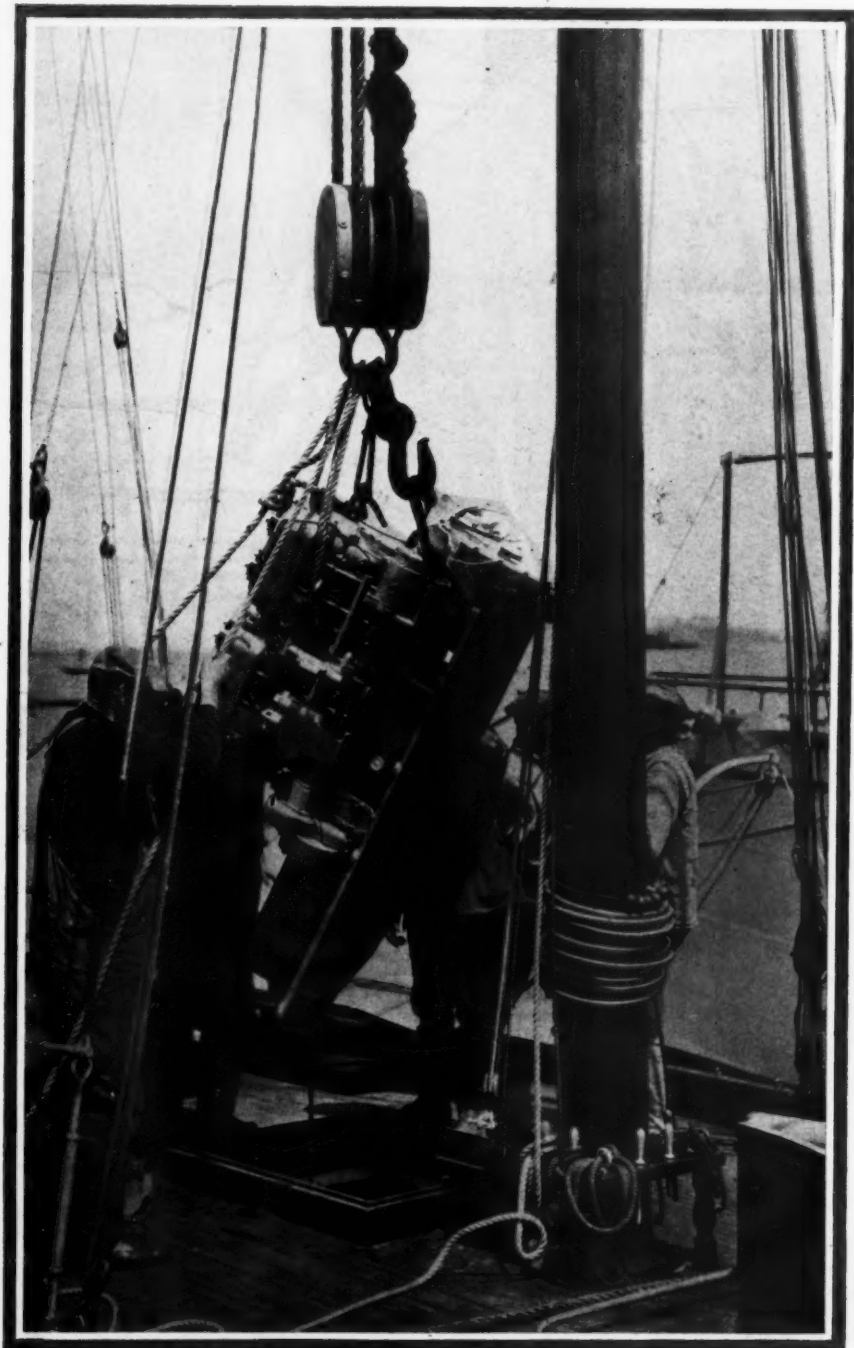
Having completed the inside inspection, the standing and running rigging should be carefully gone over. In this case, all worn parts, such as stripped threads in the turn-buckles, frayed wire splicing, and the like, should be removed at once, and replaced with new, or marked for such action later on in the work. In like fashion, all worn parts of the running rigging. This is the time, when you are putting the good old ship in trim and there is no economy in saying, "Oh, I guess that block or that stay will do." Skippers who work that system are usually the fellows we see later on in the season, all fouled up when some mean squall catches us a bit off shore.

While it is too late perhaps to do any good this season, I know a lot of skippers who work on their running rigging at home during the winter. Some even go over their light spars and other small fittings, such as the companionway steps, and sailing light shields, which need scraping and varnishing. What a start these boys have on the rest of the bunch when spring comes!

Now then, as to organizing work: Again the temptation is to rush things—but too much haste with scraper, sand paper and paint brush at the start can only result in less speed in completing the whole job.

First plan your work so as to take care of all repair jobs. In fact, any work that will create dirt in its doing should be finished up before undertaking the varnishing

(Continued on page 98)



It is sometimes necessary to pull the engine out entirely so that it may be overhauled

SAVE OLD IRONSIDES

By WESLEY HAMER

Invincible Old Ironsides

She knocked down the stone forts of Tripoli, being the only wooden ship that ever destroyed stone forts.

She escaped from Admiral Brooke's squadron of seven ships after a four days' chase without losing a gun, a boat or an anchor.

She beat the Guerriere, a crack British frigate, in 27 minutes, after firing the first broadside, wrecking the Guerriere which lost 179 men.

She shot every spar out of the Java Frigate in a running fight, without taking in her royals—that is, she licked her enemy without taking off her coat.

She captured the Cyane and the Levant at the same time, without being raked once, while every broadside she fired was a raking broadside. She did it under the nose of a big British fleet.

She ran the blockade of British ships seven times.

She never lost a commanding officer; she never lost a mast; she never went aground, and the largest number of men she lost in any fight was 8.

She caught every ship she chased, and whipped every ship she fought, and she was in commission 80 years.

The Constitution took, during the war, over 1,100 prisoners. The entire American Navy did not lose during that war 1,100 officers and sailors prisoners.

A HOY, me hearties! You deep sea mariners' and rocking chair land lubbers.

The good ship Constitution—Old Ironsides is flying a signal of distress.

Her timbers are rotting, her planking is disintegrating, her rivets and plates—made by the hand of Paul Revere—are corroding, and she is in danger of going to Davy Jones's locker.

President Calvin Coolidge has thrown her a line—a line of ink from his fountain pen, written across his personal check for \$25 to

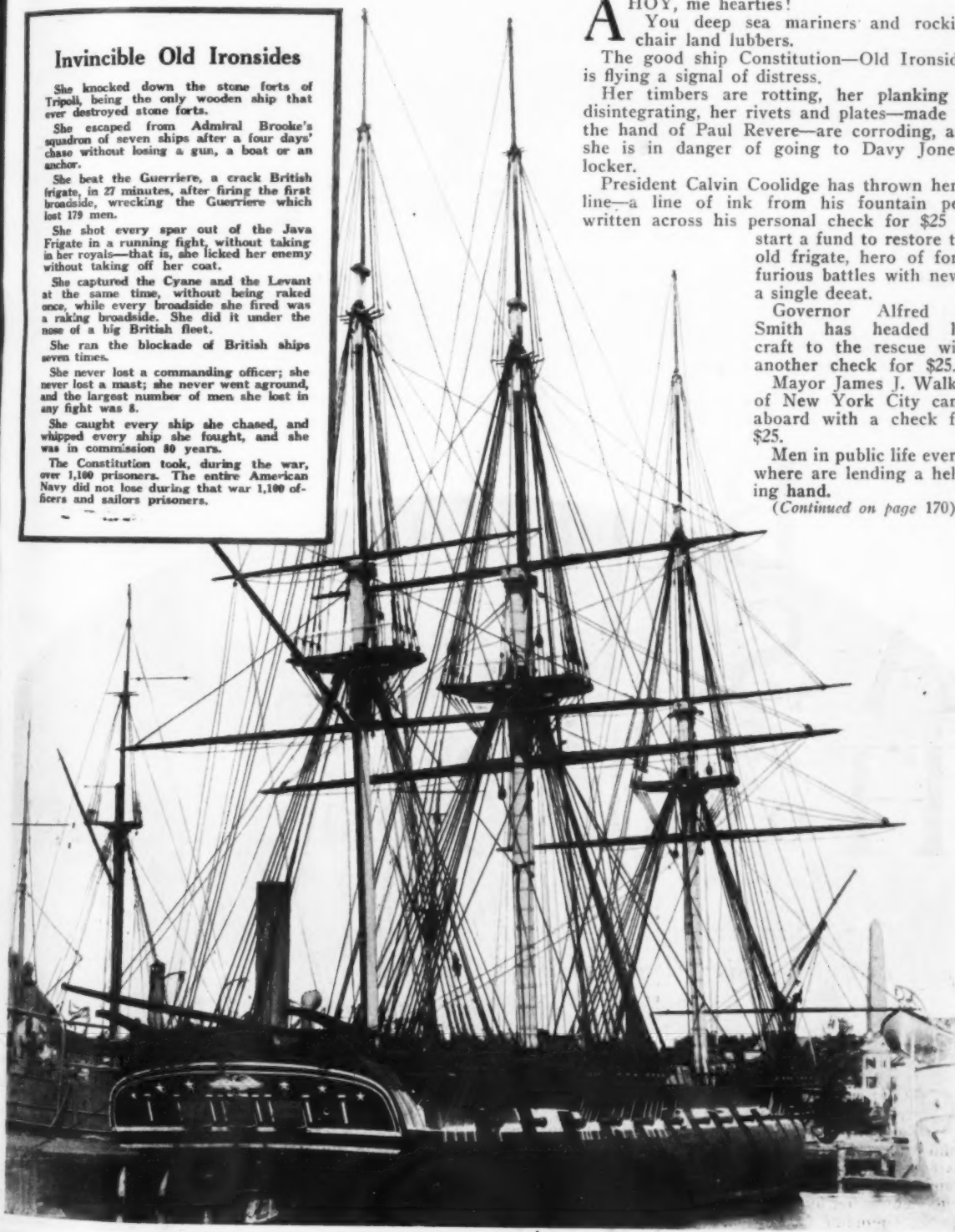
start a fund to restore the old frigate, hero of forty furious battles with never a single defeat.

Governor Alfred E. Smith has headed his craft to the rescue with another check for \$25.

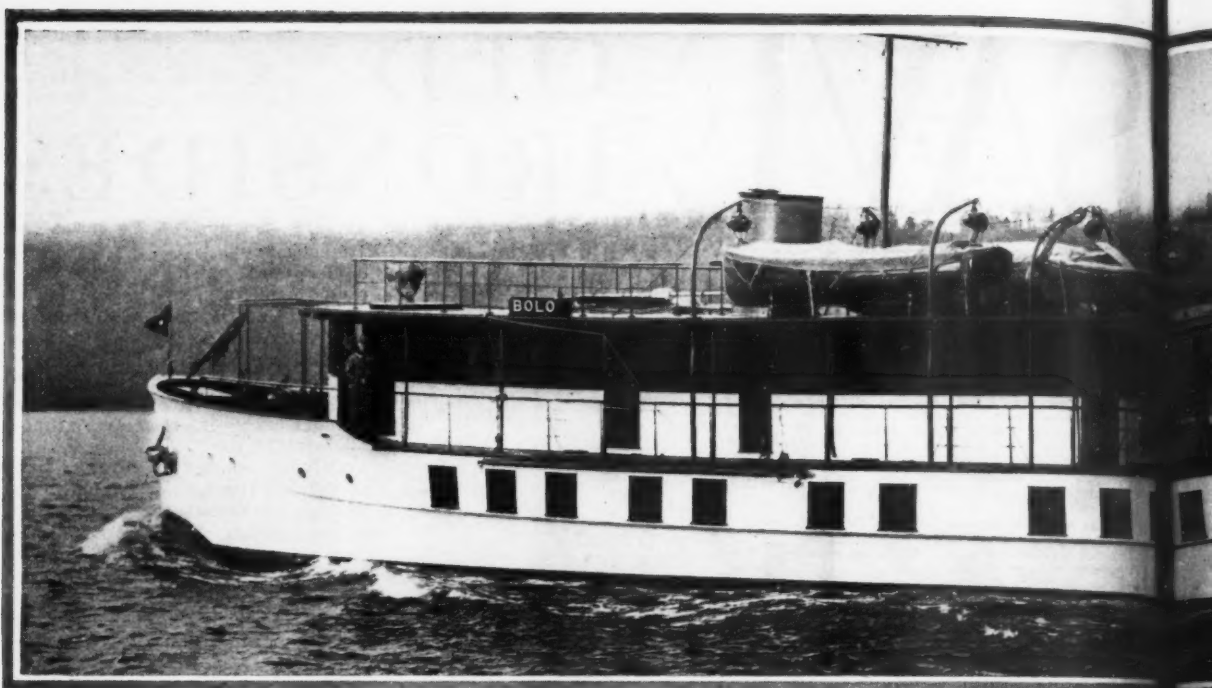
Mayor James J. Walker of New York City came aboard with a check for \$25.

Men in public life everywhere are lending a helping hand.

(Continued on page 170)



The old frigate Constitution lying at a wharf in Charleston navy yard



New 95 foot gasoline powered cruising house boat designed for year 'round service

BOLO

A Sea Going House Boat

*Comfort in Houseboats Is One of Their Great
Features Which, Combined With the Mobility
of the Cruiser, Produces a Floating Home for
Year Around Use*

CRUISING house boats of the roomy comfortable kind are becoming the most popular type of modern yachts. The waters of Florida during the winter season are crowded with boats of this type on which their owners can live and cruise about as they please. Among the newest of this type in the south this winter is Bolo, a twin screw sea going house boat, particularly designed for coast-wise as well as inland cruising. Her initial cruise consisted in a long journey from the plant of her builders, the George Lawley & Son Corporation at Neponset, Mass., to St. Augustine, in Florida, which will be her headquarters. Bolo was designed by



Cox & Stevens of New York for Charles M. Swift, and was built under the supervision of the designers at the Lawley plant. She is heavily constructed, with a length of 95 feet and a beam of 20 feet. The hull is entirely of wood, with teak deck fittings and deck house.

The power plant consists of a pair of six cylinder heavy duty air starting Winton gasoline engines, with a bore and stroke of 8 by 11 inches. They turn at 450 revolutions, and fuel capacity is provided for a radius of 2,500 miles. Two 7½ k.w. Winton generators are also supplied, which furnish current for an electric Windless for the anchors and small boats, and for the Kelvinator refrigerating plant. Two small boats are carried, both of which are supplied with four cylinder Universal engines.

A easy corner in the living room showing the attractive furnishings and the Steinway Duo Art Reproducing piano

Photographs by M. Rosenfeld





Part VI

Boat Handling Can Be Made More Interesting by a Knowledge of Weather Conditions. More Important Is a Knowledge of the Rules of the Road and Proper Whistle Signals. Both Subjects Are Covered in This Chapter

If the sun goes
down clear cut
and red in a
golden sky, it
is a reliable in-
dication of
continued fair
weather. This
gives the
rhyme:

Red at night
The Sailor's
delight
Red in the
morning
The Sailor's
warning



T HERE'S N OTHING T O I T

Forecasting the Weather and Rules of the Road

By Frank Stevens

EVERY motor boatman should have an understanding of weather. He should be able, with a reasonable amount of accuracy, to forecast weather conditions.

A barometer was listed in the article on equipment; and certainly it is an important instrument for the motor boatman to have on board. Important because, when used intelligently, it will save the amateur skipper from venturing away from a safe and snug anchorage when dirty weather is in the making.

Air, although extremely light, has a definite weight; a cubic foot of air at ordinary pressure and temperature, weighing 1.22 ounces. In consequence of this weight, it exerts a certain pressure on the surface of the earth, amounting on the average to about 15 pounds for each square inch. To measure accurately this pressure, which is constantly undergoing slight changes, we have the barometer; which is, briefly, an instrument in which the weight of a column of air of given cross-section is balanced against that of a column of mercury having an equal cross section. So instead of saying that the pressure of the atmosphere is a certain number of pounds on each square inch, we say that it is a certain number of inches of mercury.

At sea level, and under normal atmospheric pressure, the column of mercury will stand at 30.00 inches. It will stand at that height because the weight of the column of mercury is equal to the air pressure that holds it in position; the slightest change in air pressure, therefore, will influence the mercury column.

Such an instrument, however, would be too large for the motor boatman to handle conveniently; so he uses what is called an Aneroid (meaning, not employing a fluid) barometer. In this instrument the pressure of the air is indicated by an index pointer which travels

over a graduated dial. This dial is usually marked beginning at the left, with the following words: Stormy, Rain, Change, Fair, Very Dry. These words, however, mean little or nothing; indeed, it would be far better if they were to be left off. In addition to these words the dial is marked off into inches and fractions; and it is from these markings that the motor boatman must take his readings, and then upon comparison with former readings, make his forecast.

At sea-level, and under normal air pressure, the index hand will point to 30.00 inches. Upon the approach of a storm, the pressure is lessened and the barometer falls—a term which comes from the lowering of the column of mercury in the mercurial barometer. In the aneroid barometer the pointer or index hand will move to the left indicating lower pressure. With the coming of fair weather, the pressure is increased and the index hand will move to the right; giving us what is termed a rising barometer.

It would be natural to conclude from the foregoing that a falling barometer means storm and a rising barometer means fair weather. This is far too general, however, for storms vary in intensity and rate of progress. Moreover, the rate of fall or rise, must be taken into consideration; as well as the direction of the wind.

If the motor boatman will give attention to his barometer, take two readings a day, one at eight in the morning and the other at six in the afternoon, and at the same time make note of the direction of the wind and general weather conditions, he will be able very quickly to work out a table that will give him a basis upon which he can make surprisingly accurate forecasts. In the meantime, some of the most important changes of the barometer are given as follows:

30.10—30.20, and steady, weather will continue fair.

30.20—29.90 and falling slowly, with westerly wind, cloudy.

30.10—30.20, and falling slowly, with winds from south, south-east, or east, rain within two days.

30.10—30.20, and falling rapidly, with winds from south or south-east, rain within 12 hours with increasing winds.

30.10—30.20, and falling rapidly, with wind from east or north-east, rain within 24 hours.

30.00 or below, and falling slowly with winds from north-east to south-east, storm is likely to continue for a day at least.

30.00 or below, and falling rapidly, winds from north-east, rain, then followed by clear weather within 24 hours.

29.50—30.00, and rising slowly, clear weather for two or three days.

29.70 or below, and falling rapidly, with wind from south-west, foretells a severe storm.

30.10—30.30, and a sudden, rapid fall (in summer) indicates a thunder storm; and if not followed by an equal rise, unsettled weather with another thunder storm.

The foregoing barometer changes are somewhat general. For example, while a sudden, rapid fall from 30.10

or above indicates the approach of a thunder storm, such storm may come without barometer change. Last Fall we were running from City Island to New Haven. A noon reading of the barometer was recorded as 30.20. Temperature was 82. There was no indication of a storm. Yet, when we were off Stratford Shoal the western sky suddenly became black as ink and almost before we could lower the storm curtains, the wind had increased to a fresh gale and the rain came down in torrents. It lasted only a few minutes; for perhaps half an hour, however, the wind continued, apparently shifting to every quarter. This storm in no way affected the barometer. And that will frequently happen; but such a storm is purely local and of short duration.

The skipper who wants to play absolutely safe on this question of weather will watch (and record) wind direction just as conscientiously as he does the barometer; for consideration of one without the other is likely to lead to a false conclusion. Understand, it is not rain that the motor-boatman need fear, for the heaviest rain will do no harm. It will probably flatten the sea.

As a general thing, the southeast wind is one to be regarded with grave suspicion for it is the greatest storm bringer of all.

A western wind is usually a guarantee of continued fair weather. A falling barometer with the wind in the western quarter is not usual; but when it does happen it indicates rain.

A northwest to north wind, with clear sky, indicates cooler weather. A northeast wind indicates rain.

On board ship the force of wind is measured by the Beaufort Scale which follows:

BEAUFORT SCALE		
Force	Designation	Wind Velocity
0	Calm	3
1	Light Air	8
2	Light Breeze	13
3	Gentle Breeze	18
4	Moderate Breeze	23
5	Fresh Breeze	28
6	Strong Breeze	34
7	Moderate Gale	40
8	Fresh Gale	43
9	Strong Gale	56
10	Whole Gale	65
11	Storm	75
12	Hurricane	90

The force at any given place depends upon differences of atmospheric pressure, and temperature. If the air is warmer in one place than another, the warm air will rise and the cooler air will flow in. High winds, therefore, will be found where the pressure decreases or increases fastest; or, explaining it differently, the greater the barometric range between two places the greater will be the disturbance. The place, or area, having a high

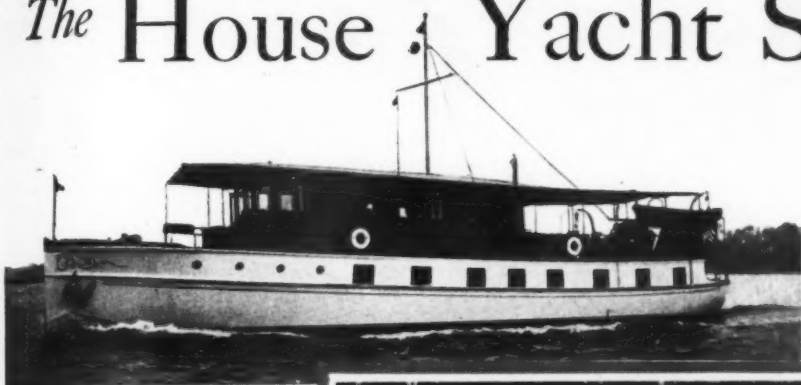
(Continued on page 102)

A protractor with a rigid arm is used for laying out courses between points on the chart



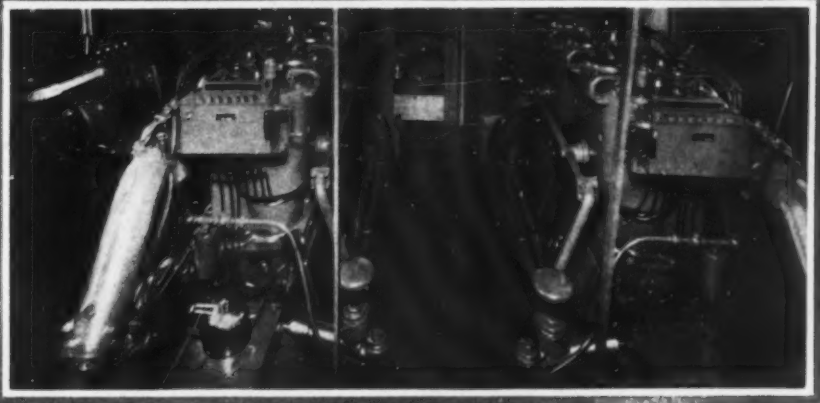
The House : Yacht SEAWARD

A Seventy-Five-Footer of Ample Proportions Typical of an Excellent Type



Photographs by M. Rosenfeld

Seaward was designed and built by the New York Launch & Engine Company of Morris Heights for Henry W. Howe of New York



Her power plant consists of a pair of four cylinder $6\frac{1}{2}$ by $8\frac{1}{2}$ inch 50-60 h. p. Twentieth Century engines, built by the builders, which drive her 12 miles



Seaward carries a very large deckhouse which is arranged as a combined sitting and dining room giving pleasant quarters when cruising

Staterooms below are all spacious and roomy. The owner's quarters occupying the full width of the boat are particularly pleasant and attractive

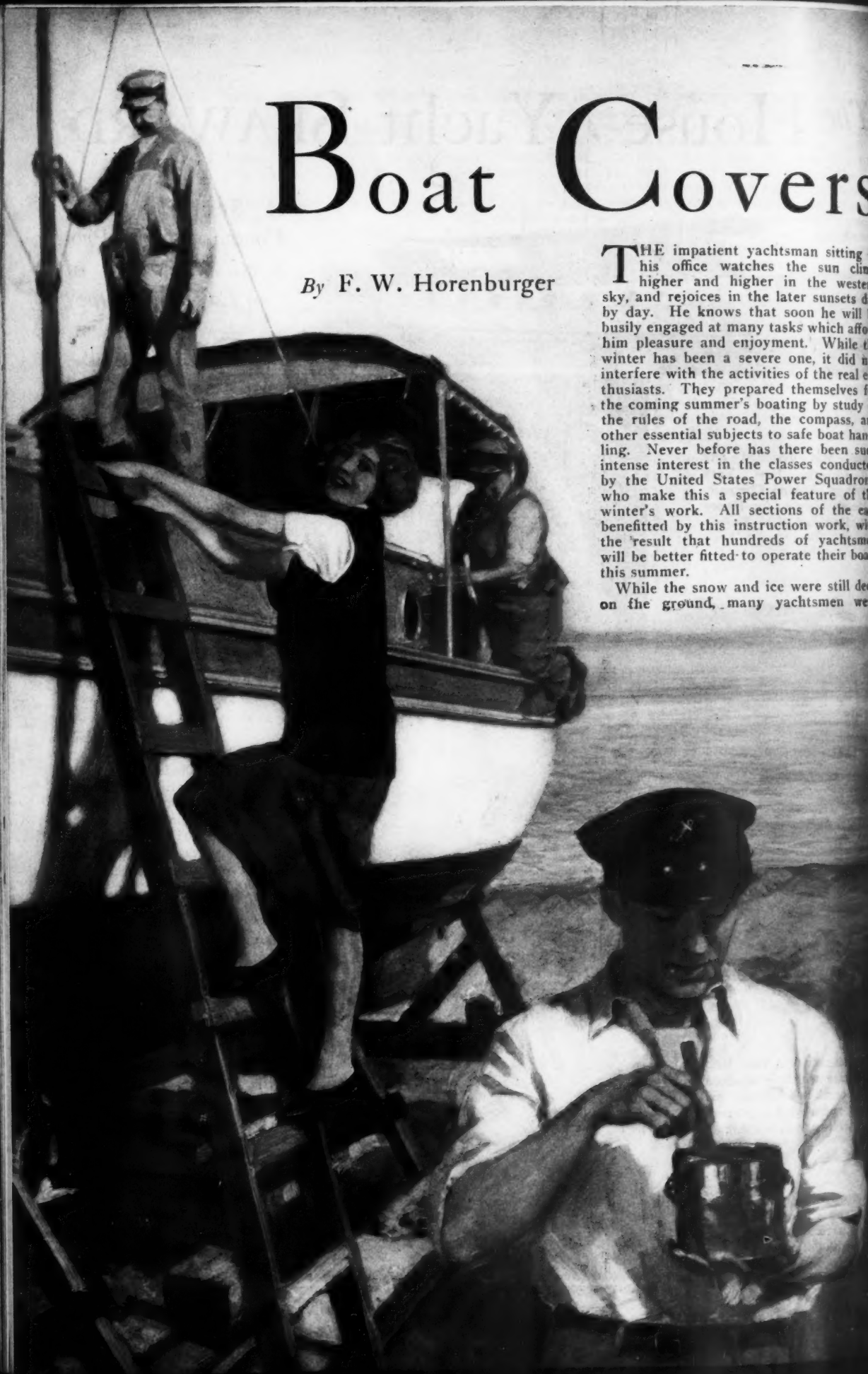


Boat Covers

By F. W. Horenburger

THE impatient yachtsman sitting in his office watches the sun climb higher and higher in the western sky, and rejoices in the later sunsets day by day. He knows that soon he will be busily engaged at many tasks which afford him pleasure and enjoyment. While the winter has been a severe one, it did not interfere with the activities of the real enthusiasts. They prepared themselves for the coming summer's boating by study of the rules of the road, the compass, and other essential subjects to safe boat handling. Never before has there been such intense interest in the classes conducted by the United States Power Squadrons, who make this a special feature of the winter's work. All sections of the east benefitted by this instruction work, with the result that hundreds of yachtsmen will be better fitted to operate their boats this summer.

While the snow and ice were still deep on the ground, many yachtsmen were



Off!

*First Signs of Spring Bring Out
the Drove of Yachtsmen Who Hail
the Fitting Out Days with Joy*

planning their outfitting and refinishing work, so that they would have a good start when the weather permitted the actual work to begin. Plans were made so that the outfitting work can progress smoothly and without a hitch. It is even possible to have the engine and other items of mechanical equipment taken out of the boat entirely, and overhauled during the unseasonable weather. There is no reason why work on the engine, electrical equipment and similar accessories cannot be entirely completed during the leisure of the winter, and the parts made ready for replacing in the boat at the first sign of a good day.

In every boat yard throughout the country the click of the caulking mallet, and the scratch of sandpaper polishing down paint and bright work, can be heard. All hands are busy doing the preliminary tasks before the big jobs of painting come (Continued on page 122)



SMILING DAN III

For summary of
of results see
page 214

Cleans Up 151 Hydroplanes

*Mid-Winter Regatta at Palm Beach Attracts Racing
Boats and Contenders from East, West and South*

THE Palm Beach Yacht Club, under the direction of Commodore Alfred H. Wagg and with William McP. Bigelow at the helm, and a fund of \$18,000 at his disposal, were able to carry through to a successful conclusion their fourth annual Regatta on Lake Worth February 20 to 22 in a way which has seldom been the privilege of those in this section of the south to witness before.

The Palm Beach Regatta was an invitation affair in which the 151 inch hydroplane class was featured. The

Smiling Dan III,
succeeded in es-
tablishing new
151 class
records

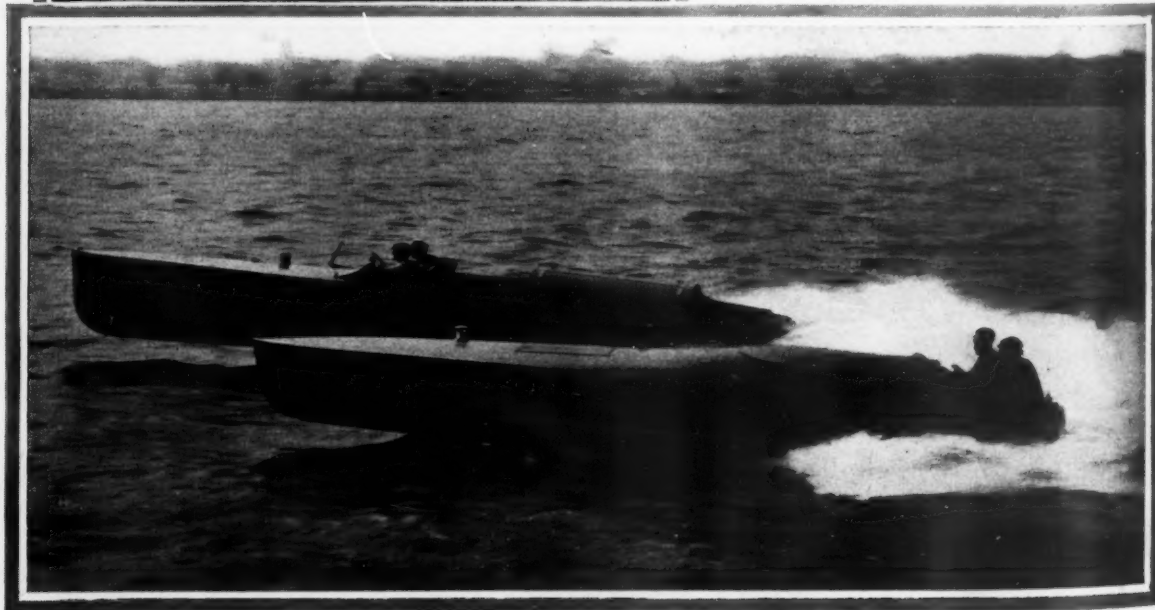


best boats of this class from various sections of the country were invited to compete and provided these boats had made satisfactory records in their home waters during the season of 1925 they received full expenses for boats and crews during the entire time they were the guests of the Palm Beach Yacht Club. Other owners of 151 inch boats were allowed to compete but received no expense money. In this way the regatta followed closely the lines of the Mississippi Valley Races.

Several boats of the Biscayne Baby class from Miami and Miami Beach also came to the Palm Beach Regatta and put on two heats which, in spectacular racing, was as good as the racing of the 151 inch hydroplanes. Another feature of the races consisted of the competition for the Bradley Gold Cup offered for runabouts without restrictions as to size of power plant. In this

race the principal contenders were Baby Cars from Palm Beach and Miami. The outboards also created considerable interest, as did the class for Dodge Water Cars.

The races were held on Lake Worth over a two and one-half mile course laid out close to the eastern shore of this beautiful body of water. Assisting Commodore Wagg and Mr. Bigelow were such famous yachtsmen as Messrs. Margerum, Thompson, Bradford, Ohmer, together with visiting yachtsmen including G. T. White and Charles Hall of New York.



Little Old Man and Miss Okeechobee, owned by W. J. Connors have a spirited brush

The Palm Beach Yacht Club left nothing undone for the entertainment of the visiting yachtsmen and crews. Their entire plant was placed at the visitors disposal, including the magnificent new club house recently completed and their long pier extending into deep water in front of the club house.

The Palm Beach Regatta, if it did nothing more, demonstrated that to have a successful regatta for the hydroplane type of boat much money must be expended.

the great pleasure of everyone, the western boats were able to show their sterns to the craft from all other parts of the country, thus demonstrating without a question or doubt that the easterners and those from the middle west have still much to learn about hydroplane racing. Although the 151-inch class is the principal class of the mid-west, yet the way Smiling Dan III left the boats from this section of the country far astern made everyone wonder why development had not been carried on in the middle west as it apparently has been on the west coast.

Entered also in the 151 inch class was Miss Pluto, owned by Commodore H. W. Willetts of Mt. Dora, Fla. This boat, powered with a Universal engine, although a new-comer in the 151 inch field, was able to accumulate enough points in the five heats which were held to win second money.

Cliff Padgett of Quincy, Ill., long a champion in the 151 inch class, was obliged to be content with third place. The best the Atlantic Coast could do was fourth. Myda, owned by Otto Stoye of Rockville Center, L. I., tried hard to keep the laurels of the Atlantic Coast but was out-classed in several of the heats.

**The Biscayne Babies
furnished close racing
and fast going**

One of the feature
boats of the Palm
Beach Regatta was
(Continued on page 212)



It appears that the owners of this type of craft do not care to race for the sport alone but must be paid real money for their efforts. In this respect Palm Beach races differ from those held at Miami and other localities where the sport is considered first.

Entered in the 151 inch class, not through invitation but coming upon its own initiative, was the champion boat of the Pacific Coast, Smiling Dan III owned by that royal sportsman Richard Loynes of Long Beach, Calif. Mr. Loynes, with his crew, jaunted completely across the country from the west coast to Palm Beach to race against the fastest boats of this class from the Atlantic Coast and the middle west. The west coast was not content to send the one boat alone but sent along with Smiling Dan III, Baby Mine owned by Al Christie of motion picture fame. To

**The committee boat,
one of the 75 foot Coast
Guard cutters was a
center of interest during
the regatta**



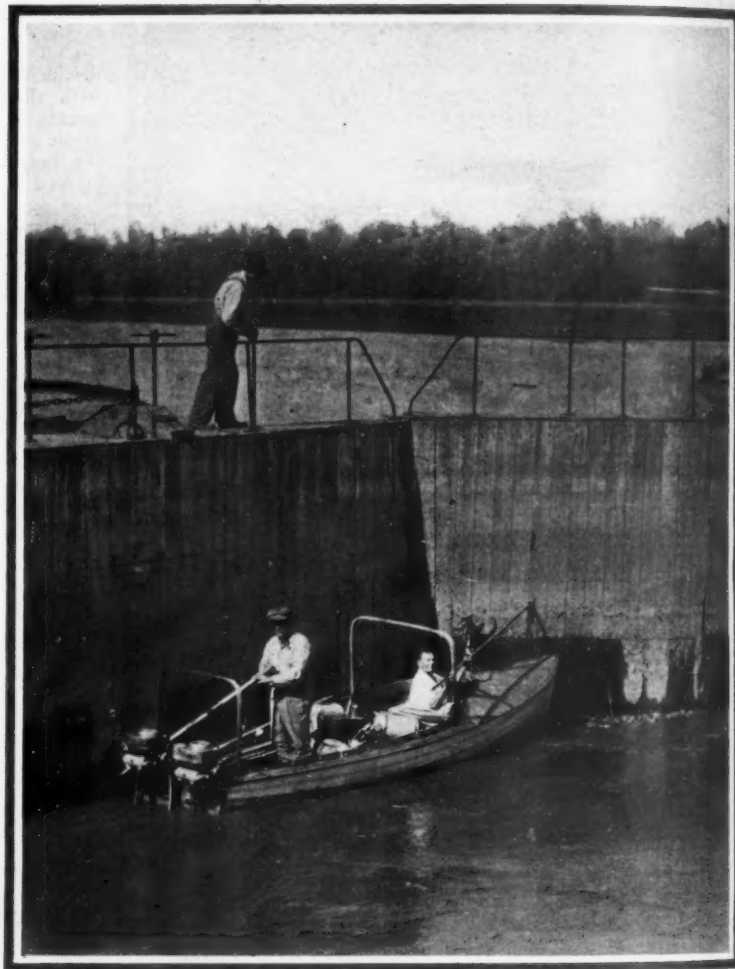
ACROSS AMERICA ^{by} Motor Boat

By John Edwin Hoag

This Journey Across the Continent from Astoria, Oregon, to New York Is the First Crossing Ever Undertaken by Boat. The Crew Has Successfully Accomplished Half the Trip, and in This Chapter Leave Manistee on Lake Michigan and Safely Continue the Journey to the Trent Waterway in Canada

SOON after we were safely moored in Manistee Harbor, Captain Kincaide and his men sailed away for Milwaukee. Although the storm had chased everything else off the lake, they could laugh at the weather with that packet of their's which was made to float when every other type of surface craft had run for port, or dived to Davy Jones' locker.

Although we regretted to lose the time, an enforced sojourn in Manistee was really quite welcome after the long hours and the furious pace we'd been living for the past several weeks. We returned to the hotel and got caught up a bit upon some much needed rest and sleep. Next morning the wind had abated somewhat. It was still blowing from the northwest, and the lake was running wild from the lashing received the day before. When we rounded the breakwater, we decided to attempt the run of twenty-eight miles to Frankfort, in spite of the fact that the surface was but little smoother than the sea that chased us back to Manistee in our previous attempt to make the same route. Between Manistee and Frankfort there were two harbors we might run into in a pinch—Onkama, ten miles north of Manistee, and Pierport, four miles above Onkama. North of Pierport there was no possible chance for a landing except to beach the boat until we would reach the sheltered harbor of Frankfort. Arcadia, ten miles south of Frankfort, showed on our charts as a sheltered basin with a three foot channel leading into it. A three foot channel gave promise of being dry in spots between the furious waves that were pounding against the shores of Michigan from the other side of the lake. When we passed Arcadia, we decided we were fortunate not to be compelled to attempt a landing there. The lowering of the level of Lake Michigan, and the silting up of the channel into Arcadia Harbor, made it just the same sort of a landing place that any other portion of the beach



Transcontinental in the Kampsville Locks of the Illinois River

would have been.

My reference to the lowering of the lake levels prompts me to venture a few comments on the subject at this point of the story. The lake levels have gone down alright, and in seeking to account for it the majority of people have looked no further than to see just one obvious cause—the Chicago Drainage Canal. We heard that hue and cry from Racine to Sorel, Quebec, and the arguments against the drainage canal seem to be so firmly entrenched in the public mind that one might as logically argue the failure of the Volstead Law with a hidebound prohibitionist. Far be it from me to praise Chicago's action. I've already done precisely the op-



Transcontinental in the steel aqueduct that carries the Illinois and Michigan Canal over the Fox River near Ottawa, Ill.

posite in previous paragraphs. But, looking at the situation with an open mind, and with the background of experience having traveled over the whole water area affected, I believe the Chicago Drainage Canal is only part of the answer. Certainly, the water flowing out through the canal isn't a drop in the bucket compared with the Great Lakes. I don't believe the canal could ever take four feet of water off the lakes any more than I could syphon out Los Angeles Harbor with a piece of garden hose.

We do know that the last few years in the Great Lakes watershed have been years of scanty rainfall. We know that the St. Clair and Detroit Rivers have been deepened for navigation; and that rocks, rapids, and other obstructions in the St. Lawrence River have been blasted and dredged out. In heaping the blame upon Chicago, every factor that might be a cause or a contributing cause seems to have been overlooked, except the visible one that provides such a convenient scapegoat. With this handy target for the brickbat of blame to be heaved at folks seem to have forgotten that natural watersheds have a lot to do with the maintenance of water levels in lakes. Thus, they have also overlooked the fact that a vast area of the timberland—the natural watershed of the Great Lakes has been ruthlessly destroyed. That has undoubtedly curtailed the amount of water now flowing into the lakes. Stopping the flow of the Drainage Canal certainly

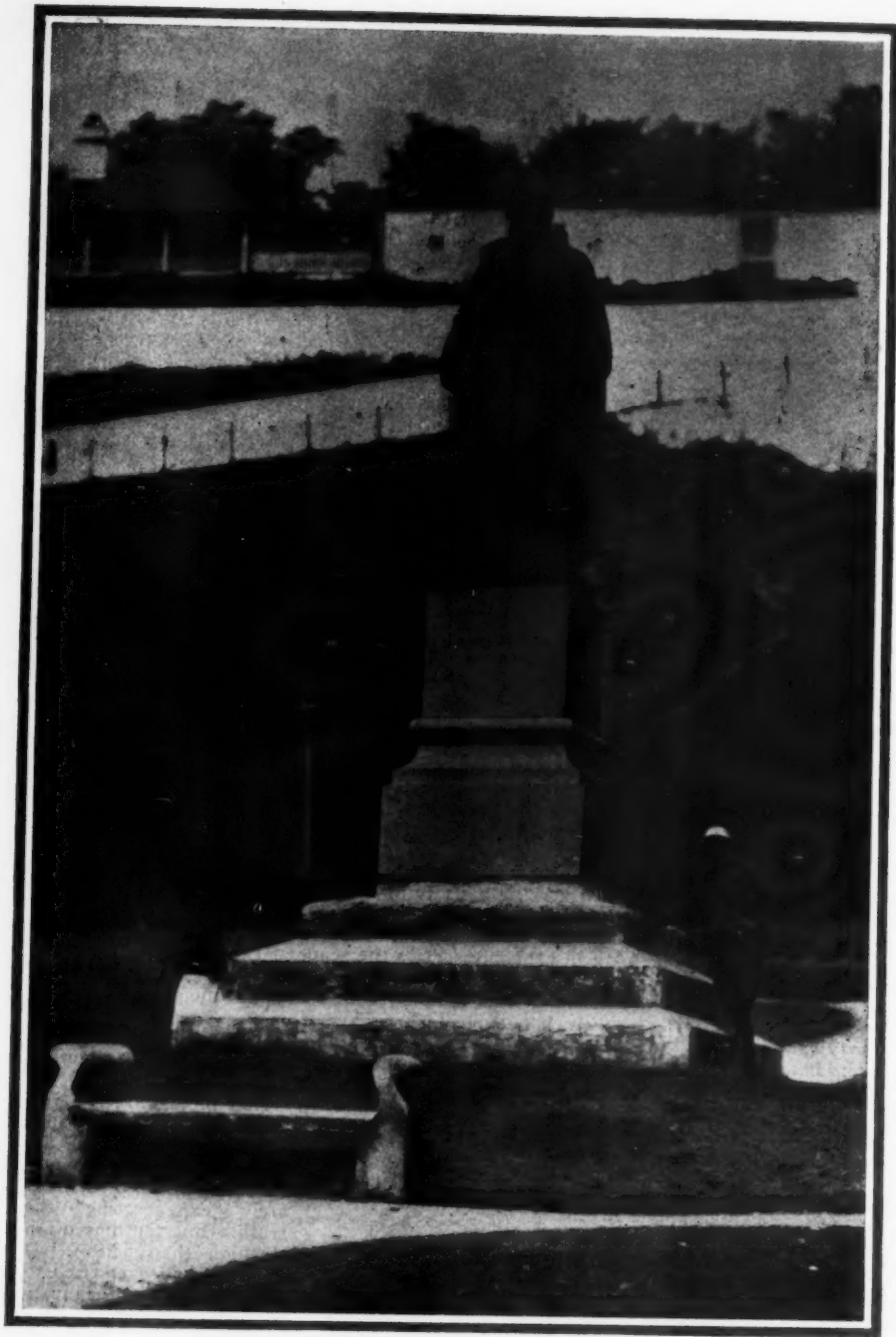
would not alter that condition, and I doubt if such an action would restore the lake levels by a single inch in the next ten years. Until some group of engineers and a corps of hydrographers have been assigned to the task of making a study of the subject over a period of years we will remain without authentic data as to just what is becoming of the Great Lakes. Meanwhile Chicago will probably remain the scapegoat, even though it might seem that the loss of lake water through the Drainage Canal should have been offset by the Volstead Law which curtailed Milwaukee from mixing the water with malt and hops and retailing it in barrels and bottles.

If I attempted to describe the pummeling, hammering

and dousing that we received in making the run from Manistee to Frankfort, I'd expect to be accused of having too vivid an imagination, or deliberately exaggerating the truth. But truth is often stranger than fiction. If anybody had ever tried to tell me that our peanuttty little packet could have weathered the seas we traveled that day; before we actually experienced it—I'd have told them they were as crazy as any locoed horse that ever roamed the plains of Chihuahua. The contortions that Transcontinental went through that morning were utterly indescribable. Wilton and Woodbury took turns at the wheel while I remained aft to see that our motor power didn't let us out. Time without number I couldn't see the sky for the water going over us, and when



Spy-Wapato was a nuisance sometimes, but he paid his fare in guard duty. Our effects were safe when the dog stayed on board



The Statue of Pere Marquette, Mackinac Island

I found difficulty in trying to keep myself in the boat, I strapped myself to the seat with a couple of trunk straps. Meanwhile, poor little Spy was about as miserable a picture as was ever created in dogdom. No doubt he thought his human companions had gone completely insane, and that the boat he was in outclassed the wildest bucking horse that ever kicked the dust of a rodeo. Whenever he attempted to move about it was only to get thrown down, or slammed violently against some part of the interior of the boat. The deck was continually going off and leaving him in the air and occasionally he got bumped so hard that he howled. If his canine psychology could have been interpreted, I'm sure he'd have reached the conclusion that all the fire departments of a dozen big cities were having fire hose practice with Transcontinental as their target. Finally he sought refuge under

the forward seat and between his master's ankles, and never even came up for air until we reached the quiet waters of Frankfort Harbor. If any tender hearted person might accuse us of cruelty to an animal by reason of having the dog along, I might add that the three human animals got no more enjoyment out of it than did the dog.

We pulled into Frankfort at noon, cold, hungry and drenched to the skin. A local coal dealer lent us a shed, where we took turns at skinning each other out of our wet garments. Dry clothes from the forepeak, and we adjourned to a restaurant where we all but wore out a waitress with the demand for hot soup. Lake Michigan, to use a popular slang expression, just about had our goats. I felt like Edgar Allen Poe when he quoted the raven "nevermore"—under such conditions. I didn't care if the transcontinental cruise ended right there. All the glory of being the first man across North America with a motor boat wasn't going to amount to much if I had to die a hundred ordinary deaths to get there. With a full stomach and dry clothes, I left Wilton and Woodbury strolling on the docks, and walked out on the breakwater to have a look at the lake. Of all the seething cauldrons of fury I ever looked at, Lake Michigan that day would have taken all prizes. I sat down on a portion of the breakwater where the waves couldn't quite get over, and could scarcely believe my eyes that our little boat had actually lived to drive through 28 miles of such seas. The more I watched, and thought about it, the more I became convinced

that if a man is born to be hanged—he isn't liable to drown. Then, sitting there, I began to meditate over what queer ideas some men have of pleasure. I could think of no more comfortable place at that moment, and no place I'd rather be than in the living room of my own home in California. Had I chosen to do so, I might have been sitting before a wood fire in an open fire place at home—reading, smoking my pipe, or just loafing around petting my wife as I'm usually doing when blessed with sufficient intelligence to stay home. But, there I was out trying to cross North America in a motor boat, a feat that had never been done, and which the majority of sane people regarded as impossible. I was half successful, and yet, half defeated; and knowing full well that I'd be condemned if I failed, branded for a fool if I drowned, and

with scant praise of financial return if I succeeded. After half an hour's effort. I gave up all attempts to analyze that trait of a man's make up known as love of adventure:

*"All for prominence, so I am told
And a few pieces of yellow
filth called gold—"*

Taking another look at the lake, the wind had died down to a gentle zephyr, and the waves were no longer crashing over the breakwater. I sauntered back to Frankfort, and told Wilton and Woodbury I was ready to shove off again if they felt like taking more punishment. Twenty minutes later we were heading around the breakwater, steering for Betsie Point. The sea was still choppy, but nothing like the infuriated jumble of water through which we had pounded all morning.

Rounding Betsie Point close to the shore where our charts showed nothing but unobstructed water, we found even calmer water in the great bight known as Betsie Bay. By this time South Manitou Island had begun to loom into view twenty-five miles away. Sleeping Bear Point, around which we were heading, for the Port of Glen Haven was somewhere over the northern horizon. The lake had quieted down so that we were taking no chances in running a course eight miles off shore across Betsie Bay. Although CLARK, the motor we were using, was kicking the lake astern of us at a very good clip, we didn't seem to be betting anywhere. But, eventually the Sleeping Bear began to show a sign of life by crawling up off the horizon. This portion of the shore of Michigan is nothing but a wall of sand dunes—dunes that rise in beautiful sweeping curves from the water's edge, and topped with coniferous trees that struggle for life between the shifting sands and the sweeping winds. In some places, however, the dunes rise almost perpendicularly from the shore of the lake, and with the charts showing deep water right up to the sand walls.

By the time we crawled around the end of the Sleeping Bear's nose, all of Lake Michi-

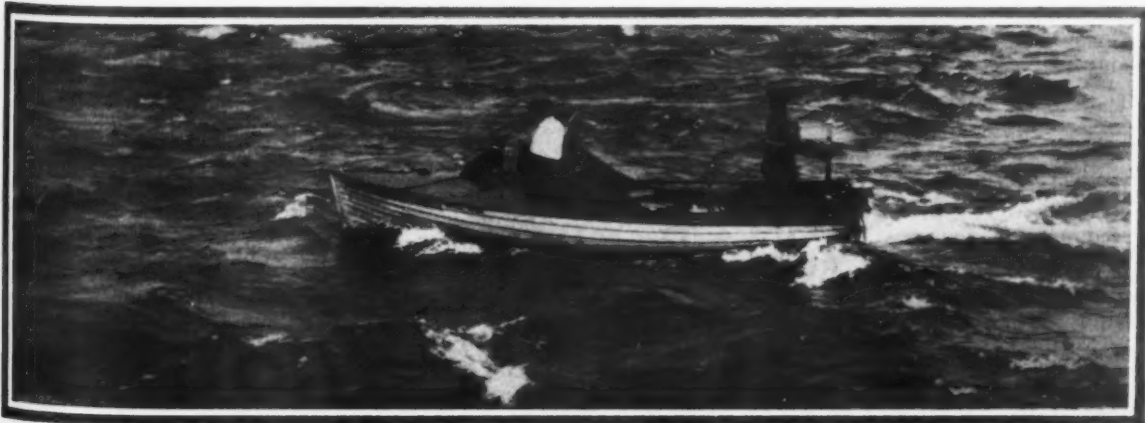
gan's pent-up fury seemed to have been spent.

The surface flattened out like a pane of glass. There certainly wasn't a trace of ursine carnivorousness such as we would most assuredly have encountered had we attempted to round Sleeping Bear Point during the gale of the morning or the previous day. Lights were beginning to blink on South Manitou Island, and from several points along the mainland shore when we altered our course to the south and east toward the little village of Glen Haven at the lower end of Sleeping Bear Bay. Pulling up to the wooden pier in front of Glen Haven we found it a very good place to tie up in calm weather, but no place at all if the lake got the least bit rough. We tied up temporarily under the pier, and went to a hotel on shore. After dinner it was decided that Wilton and I would remain

(Continued on page 72)



A radio concert on the Mississippi near St. Louis



Transcontinental in the rapids of St. Mary's River

D. P. DAVIS Host to Yachtsmen at Tampa Regatta

Davis Island Yacht Club Stages a Remarkable Series of Races in Tampa Bay Attracting Thousands of Spectators



Some of the ladies who drove Tampa Baybies in the races. Mrs. A. Y. Milan, winner; Mrs. D. P. Davis,

HARDLY had the last boat finished at the Gold Cup Regatta at Manhasset Bay last summer before plans had been launched by D. P. Davis and C. F. Irsch of Tampa, Florida, for a regatta in their home waters the following March. The intense interest in motor boat racing at Manhasset Bay, in the middle west and elsewhere last summer, where hundreds of thousands of yachtsmen and spectators and a fleet of yachts worth many millions were attracted to the events, convinced those at Tampa that due to their home waters being so ideally located for yachting of every kind that they should plan a regatta which should eclipse anything which has ever happened anywhere, not excepting the big affairs at Detroit and New York. To accomplish such a fete was a good task, as Tampa had never had a national regatta and race boats which could make a creditable showing against the country's best craft were not locally owned in Tampa or vicinity. But Mr. Davis has accomplished many big things in his days and he immediately set about adding another achievement to



Orlin Johnson and Mrs. W. J. Connors won a special race between Miss Okeechobee and Sara de Sota

second; Mrs. Sew, Misses Sam Honacker, Ama Ferris, Helen Walwright, Kent McCord, and A. E. Cheney

his already long list.

The results of the races held at Tampa demonstrate that Tampa is on the racing map for all times. Those whose privilege it was to be present and witness the contests, as well as to participate in the many other activities planned for the visiting yachtsmen, will voice approval of this statement without a dissenting vote.

To plan a national regatta from the ground up is no idle task. True it is that Tampa and Mr. Davis had a natural setting for motor boat races but even this has only existed for a year or two. Previous to this time all was only shoal water and sand bars but Mr. Davis, himself a yachtsman and a lover of racing craft and boats of all kinds, realized that Tampa, with its wonderful all the year round climate and ideal conditions for yachting, should do something to make his city better suited for yachting not locally but for yachtsmen from all parts of the country who like to cruise South in their craft for the winter months. With these thoughts in mind, he set out to build the country's paradise for yachtsmen and although it is hardly two years



since he started this gigantic project, yet with his usual speed and executive ability, he has accomplished what to most men would have appeared impossible.

As already mentioned, Tampa, up to a year or two ago, from a yachting standpoint, suffered much from shoal water and the lack of yachting facilities. So Mr. Davis conceived the thought of deepening all these waterways and using the dredged material for constructing islands and other real land in Tampa Bay almost within a stone's throw of the heart of Tampa. This is just what Mr. Davis and his organization have done. They have built an island several miles long and over a mile wide, completely surrounded by deep water on all sides. On this island he has, and still is carrying on a development program of a type which every yachtsman and lover of out-door sports had long wished to find as a place where he could spend a week or a month, or even make his permanent home.

Start of the Sunshine Babies, 725 inch runabouts. This event was won by Miss Clearwater

For summary of results see page 226

D. P. Davis who acted as host to the assembled yachtsmen, looks over the crowd on the new yacht club site



Sara Wain A. B.

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Tampa Baybies or Junior Gold Cup Scripps powered runabouts ran very close heats

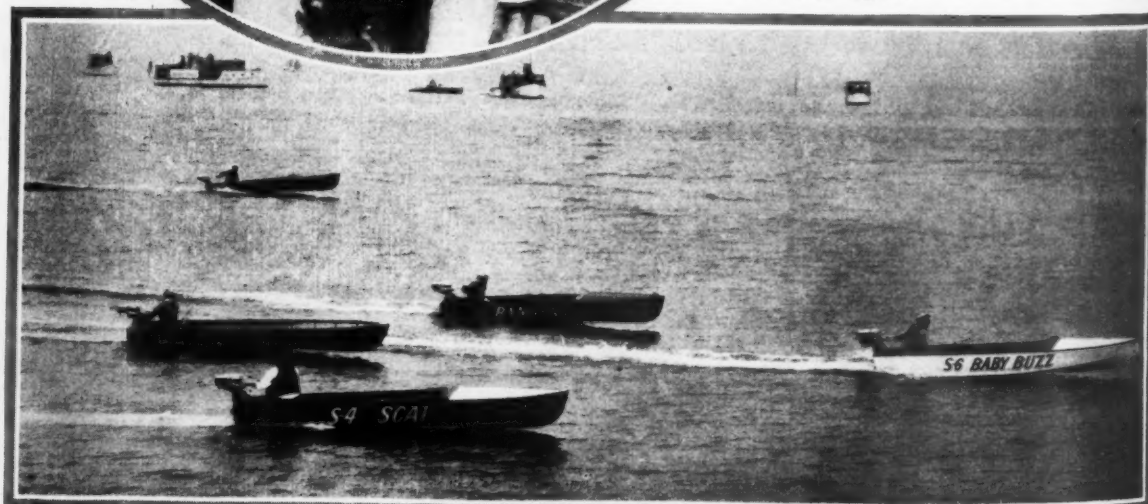
One of the first thoughts which Mr. Davis naturally had was for a yacht club, so he organized the Davis Island Yacht Club and had this affiliated with all of the

national yachting organizations. Into this organization he so moulded every form of activity, that any yachtsman might have his every wish or requirement satisfied. Then Mr. Davis continued with the building of yacht yards, a country club, tennis and golf clubs and, in fact he provided every form of recreation and sport so that everyone could come and play to his heart's content.

One of the particular features of Davis Island is a hotel where yachtsmen are welcomed and cared for in a way not found elsewhere.

D. P. Davis, Henry Sutphen, Dick Wastcoat, Bill Bruns and Wilbur Young, at the regatta

Of course, with all this sort of development it
(Continued on page 222)



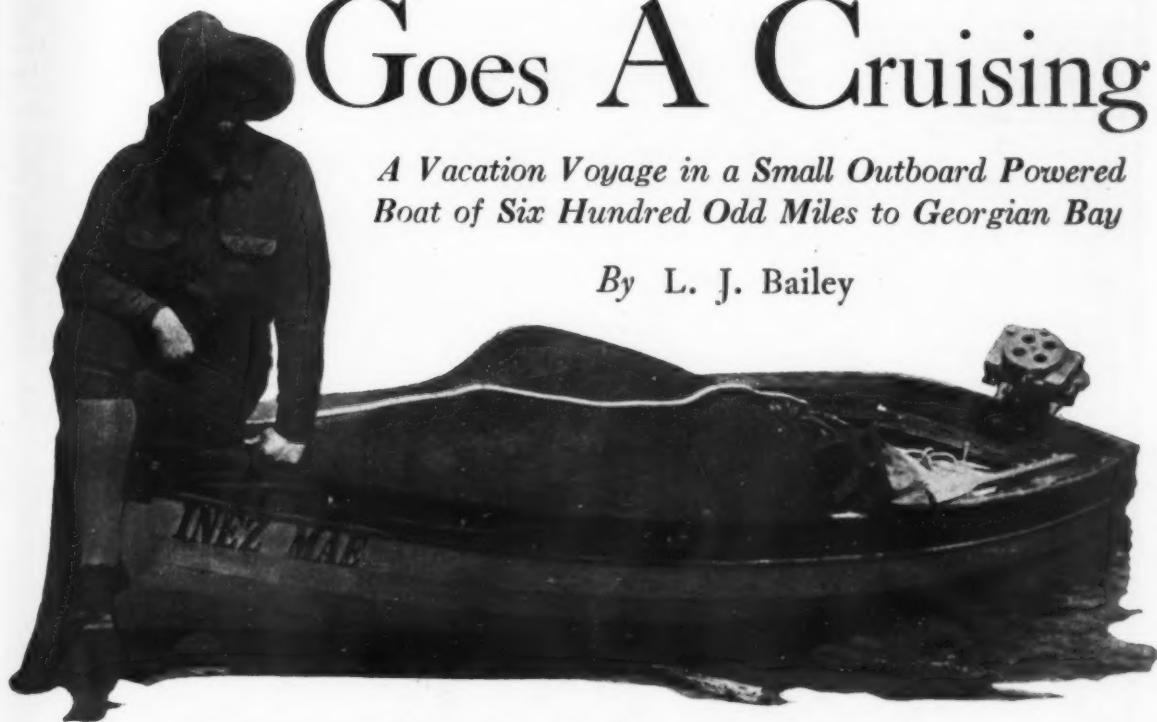
The new class of 16 foot Johnson powered speedsters made excellent time over the course

INEZ MAE

Goes A Cruising

A Vacation Voyage in a Small Outboard Powered Boat of Six Hundred Odd Miles to Georgian Bay

By L. J. Bailey



The crew stops to consider the possibilities of going on in the face of a gale

I T may indeed be a long cry from the real estate business to the profession of Master Mariner, but everyone, in order to make a success of life, must have a hobby and mine has always been boating. By the use of this term I do not mean to picture any 100 foot Diesel equipped floating hotel, but rather 16 foot canoes and flat bottomed skiffs.

Through the courtesy of my good friend Capt. Spalding I have had the pleasure of visiting Georgian Bay by steamer several times and each trip found new beauty until finally, vacation, and The Bay became words which brought the same fond recollections and eager hopes for future joy and pleasure.

A year ago I began to talk of the possibility of driving a small boat from Bay City to Georgian Bay and experienced boat men laughed at the idea while dry land sailors said it could not be done. However, the idea grew—as contrary ideas have a habit of doing—and the middle of May found me determined to try. I ordered a boat built by a local man, not because he could build better or more beautiful boats than a score of the regular stock jobs, but because he would let me boss the job and I had a few pet notions of my own; and hence Inez Mae, christened after a little lady of nine years who was always to go and help inspect the job; and no big yard intent on building Coast Guard rum chasers was ever so thoroughly inspected.

I know little of the technical terms relative to boat building and so will not try to tell much of it, but completed Inez Mae measured 17 feet 10 inches over all, with 4½ feet beam. She was clinker built, planked with ¾ cypress, with 2 inch white oak keel and oak ribs, steam bent at 7 inch centers. The stem was high and the transom was wide and deep and constructed of 1¾ white oak. Entirely copper fastened she was sturdy and

strong. With her aluminum colored sides and brilliant blue bottom and blue oars she looked quite dressed up. Seats were of oak, varnished, and she was painted gray inside. We installed a center board of ¾ steel, 35 x 17 which put it just below the rail, the boat being 18 inches deep at the waist. Made provision for use of canoe sail in case it became necessary to use other than motor power and have a 6½ foot turtle deck built of auto top material with bow and strong back.

An Elto Light Twin with the 25 inch shaft had been ordered, and when the Bay City Hardware called to say it had arrived we were ready to put to sea.

The signing of the crew was easily taken care of when the wife signified her intention of going along. After some discussion over the matter we reached the usual compromise, and she went.

Thursday, June 19, at 4:00 P. M. was the hour set for departure and with a few sceptical but well wishing friends on the dock and the local Elto representative there to see us off we loaded in tent, blankets, stove, compass, axe, extra clothing, life preservers, a quantity of grub and 17 gallons of gasoline, ready mixed with oil and as the clock struck the hour we pushed off.

Somehow it did look like quite a jump as we made our start with the kiddies waving their hands from the dock and shouting Good-bye.

The glass was reasonably high and wind northeast and when three-quarters of an hour later we passed the lower light and stuck the nose under a fine big roller in Saginaw Bay we knew we were going to have an interesting trip. The engine, purposely over oiled, for we had no time to give it a running in and had only uncrated it the afternoon before, sang away and deep down in its throat protested against the throttled restraint of half speed. Darkness found us about 16 miles up the

west shore of Saginaw Bay bouncing around in a fair sort of sea and still running at half speed. We lighted the lamps and had a bite to eat en route and as the wind had dropped with the sun we were making fine time when the compass light went out. With all our care and planning we had omitted a supply of oil for the lamps and being on familiar waters tried to run without them,

begin to see a few fishermen busy at their nets.

Tawas Bay was in an angry mood and with a strong wind coming up out of the southwest and a heavy following sea we worked our way out and across, planning to round the Life Saving Station and hoping for sheltered water beyond. Here the center board proved its worth, keeping us from twisting and turning as we slid

down the slides of a seven foot sea. The following seas were worse than the head seas we had encountered the day before, for once in a while one crept up over the transom and after burning its nose on the engine spilled a couple of quarts of beautiful blue water on the seat where the navigator was trying to rest and enjoy the beauties of nature. Finally one partien-



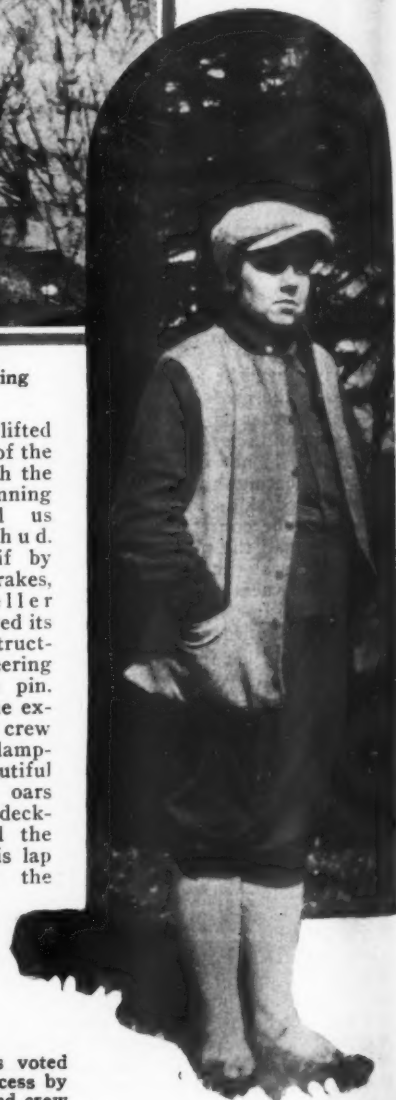
Preparing a meal with the help of the camp stove which quickly did the cooking

only to bring up on a flat. We could see lights on shore a mile away and hear sounds from there but it was pitch dark and we decided to stay in the boat, making ourselves as comfortable as possible and trying to rest. This we found compared favorably with trying to sleep in a pullman berth or living with a jealous wife, neither of which can be done with comfort,—and when it began to get gray in the east we were ready to travel. About 25 feet away a pair of mallards were sound asleep on a rock and we startled them from their slumber to see them go hurtling off into the east.

After wading out and towing the boat for a hundred yards the engine was tilted back into the water and without a murmur started its song and at 4:15 when the sun came up out of the water in a blaze of golden glory we were sliding along a sheet of water which looked like glass, quite wide awake and ready to greet it with a smiling Good Morning. We were not in the habit of viewing the sunrise as my work is not with wild land and I can sneak up to most of my listings in broad daylight, so the hour of sunrise made a lasting impression on us.

At 7:00 we went ashore at Augres and had breakfast, making a small fire rather than to unpack our stove and we passed Point Lookout at about the time I would have been thinking of going to the office, and headed into Lake Huron. Saginaw Bay is 26½ miles wide and 51 miles long, so the difference between it and Lake Huron is hardly noticeable when compared to a craft of less than 18 feet. All along the shore we passed fishing docks and summer cottages but somehow there seemed to be a scarcity of natives to watch us go by, though we did

larly large sea lifted the stern out of the water and with the engine running wild dropped us with a thud. Stopped, as if by four wheel brakes, the propeller promptly proved its claim of indestructibility by sheering off the drive pin. Without undue excitement the crew proceeded to dampen our beautiful ultra-marine oars while the deck-hand wrestled the engine into his lap and replaced the



The trip was voted an entire success by the skipper and crew



After a thorough wetting in the rain, clothes lines were rig ged to dry things up

pin. It was only a few moments' work and in a tossing boat I felt thankful that the engine was not of a heavier type. Just as this was accomplished some one pulled the puckering string from the margin of a couple of clouds and it started to rain. Soon after the start it decided to pour instead and we headed for shore, landing at Tawas City, clad in oil skins and boots to deceive the citizens, who had no way of knowing that many a waterproof coat has covered wet B. V. D's.

In spite of curious and rather critical glances we had luncheon at the Hotel and started out again determined to make a fine spurt only to be driven ashore some fifteen miles further on by a couple more mean rainfalls. Hardly landed and set up camp when the skies cleared and the sun came through and we tore down camp and packed it in the boat when without warning it started to rain again; and apparently without reason or effort. Camp set a second time the skies cleared off and the sea smoothed down somewhat but by now we were mad and would not be misled again. A clothes line was soon in use and we decided to cook a regular meal. Carrying up the box containing our new Coleman stove we unpacked it with all sorts of confidence and then found no directions for its operation. Should the sales department of that Company read this I do hope they were unable to read my thoughts as I experimented with that stove aided and cheered by remarks from the Mate. Finally it proved itself fool-proof and everything was fine and bacon and eggs were sizzling while the aroma of coffee filled the air with promise of a feast. The clothes dried and just in time for this time the entire skies clouded over and it rained all night. Our tent was of light weight canvas, parafine dipped, and sewed in floor cloth, with windows equipped against mosquitoes and here I would say that any red-blooded American man or woman who has never spent a night in the open listening to rain beating on canvas and lulled to sleep by the sound of waves washing on a shore a few feet away has indeed missed much of life.

Awoke very early and with a hurried breakfast we were packed and on our way and ran up to Sturgeon Point Life Saving Station, the last four miles against a heavy

head sea, for the wind had again whipped into the north. It blew a gale all day and we visited with friends living near until evening when we re-embarked and ran to Alpena, landing at 2:00 A. M. just below the City. This was a matter of 25 miles out of our way, but it had become necessary to fuel up for the jump across the lake and the matter of weather reports also seemed to make the extra run worth while. It was Sunday morning and all day the wind blew a gale across Thunder Bay and when we started out at noon we were forced to turn back, as we were wet through within five minutes. Towards evening the wind seemed to be dying down and we started out and ran the 15 miles out to Thunder Bay Island, attempting to cross between Sugar Island and the mainland only to run on a rock reef, a full two miles from shore. Here the Navigator went overboard and towed the boat for a full half mile and then we ran out into the steamer course and passed Middle Island Light just at dark. We ran on for another hour and landed about six miles north of Rockport, and building a big camp fire made coffee, and had a late supper and slept until morning.

Away early and reached Presque Isle Harbor at 5:00 just as a heavy thunder squall struck us. Weather reports at Alpena said "Rain and heavy north or north-west winds for Monday" and it looked as if it intended to regain the old lake levels all in one storm; but after raining for an hour, during which time we found shelter at the fishery at Presque Isle Harbor, one of the most beautiful spots on the Lakes—the sea flattened down and we headed out due north for False Detour, thirty-seven miles away across the Lake. Hardly a ripple on the water and we made fine time for the first couple hours and then a wind out of the west started to raise a sea. We had crossed the outside steamer course 12 miles off shore and a couple of big freighters had passed close by us, their crews lining the rail and apparently talking over the rather unusual place for a small boat. We waved our hands to the officer on the bridge and his shouts were hardly loud enough to be heard over the roar of the little kicker as we crossed his bow. It is likely he was warning us back (Continued on page 160)

“Every Boatman Should Read This Article, Because it Tells in Simple, Clear Language the Semi-Technical Story of Present Day Conditions Confronting the Owner of An Automotive Engine, Whether Used in a Boat or Car.

Thoughtlessness and Neglect, Particularly in Connection With the Supply of Fresh and Proper Lubricants Explains

Why Engines Go Bad

by Henry H. Hower



Henry H. Hower
President, Duplex Oil;
Member American Society
of Naval Engineers; Lieuten-
ant Commander, U. S. N. R. F.

“W E very much regret to inform you,” wrote the engine manufacturer who had sent a service man to inspect the engine in a thirty-foot cruiser, “that practically all the trouble you have experienced is due to the formation of sludge in the crankcase. The oil leads are badly clogged, and the drilled holes in the crankshaft are entirely stopped up. Therefore you were getting no lubrication at the connecting rod big ends except from splash, and trouble could not be avoided under such conditions. Further, we found a great deal of rust and corrosion. The engine has become old before its time, all due to this sludge formation.”

It so happened that the letter in question was written to the cousin of an old school friend of mine, and eventually found its way to me with the query “Well, what in hell is this sludge that they are talking about? They showed it to me and it looked like axle grease or roofing cement. Whatever it is, I know darn well that J— didn’t put it into his engine and he’s pretty sure that no one at his anchorage is doing any dirty work. Yet there it is, and I guess his engine is pretty well shot. Thing that worries him most is whether it won’t happen again. If you can throw any light on this mystery, please tell me the story.”

Yes, I was able to throw some light on it, but there isn’t any mystery connected with it—at least, not after the underlying causes are known. And those underlying causes are at work in practically every gasoline engine in the country, whether driving a car or a boat. The Society of Automotive Engineers, the experimental departments of the large motor car and truck manufacturers, and many independent research laboratories have been at work on the problem for a considerable time, and eventually the preventive will be found. But in the meantime everyone who uses a gasoline engine—and there are over twenty-million in the United States—is finding this trouble, and it is steadily becoming worse.

First of all, what is this sludge. It is an emulsion composed of water, carbon, dirt, fine metal particles and sulfurous acid. Note that last item first, for therein lies the root of the trouble. So let’s look into that first, then examine the rest and having done that the remedy—and the only remedy that can be relied upon—becomes clear.

Years ago we didn’t have this trouble—at least not enough to bother us. Why do we have it now? Certainly engines are better, whether manufactured for boats, cars



Commodore Greening and experts from the Enterprise Oil Company testing oil to be used in Rainbow IV's twenty-four hour test

or trucks. And right here let me say that the marine engine manufacturers of this country have left no stone unturned in recent years to improve their product, with the result that marine engines today are more efficient, better designed, better built, smoother running, longer lived, and more powerful than was thought possible even a few years ago. Clearly, then, the trouble is not here.

The next natural thought is oil. Yet oil—I refer to the better kind of oil, not the by-product sold without name and with less honor—is better than in years gone by, because it is possible now to make better oil than in other years. Good oil is richer, cleaner, more resistant to heat and contains less free carbon than formerly. The basic trouble is not here, although sludge formation unquestionably is hastened by the use of poor oil.

"All right," you say, "let's get to the point. What does cause this sludge and what am I to do about it?"

Here's where we have to leave our plotted course for a moment and back-track to fundamental

causes. Years ago, before the demand for gasoline became so terrific, all gasoline was good gasoline. But it isn't any more. No, this isn't any attempt to place the blame on gasoline, except to get to the root of the trouble. In those days gasoline was very volatile—it

evaporated quickly, burned instantaneously, was consumed cleanly. But no more. If all gasoline were made as good as formerly, then there wouldn't be enough gas to keep our boats and cars all running. Simply a matter of fact.

Now much gasoline—not all—contains sulfur. Some contains a great deal. Maybe that would be all right if the gasoline burned cleanly, and every bit went out through the exhaust. But it doesn't any more. When the engine is being started, or if it is run too cool, gasoline vapors frequently

(Continued on page 168)

Sludge—a sticky viscous substance that is formed in the crankcase and soon becomes a menace to the engine.

What is the condition of your engine this spring? Is it ready for a season's work, or does the crankcase contain sludge?

Do you know what this sludge is? Do you know that its formation is a comparatively recent condition?

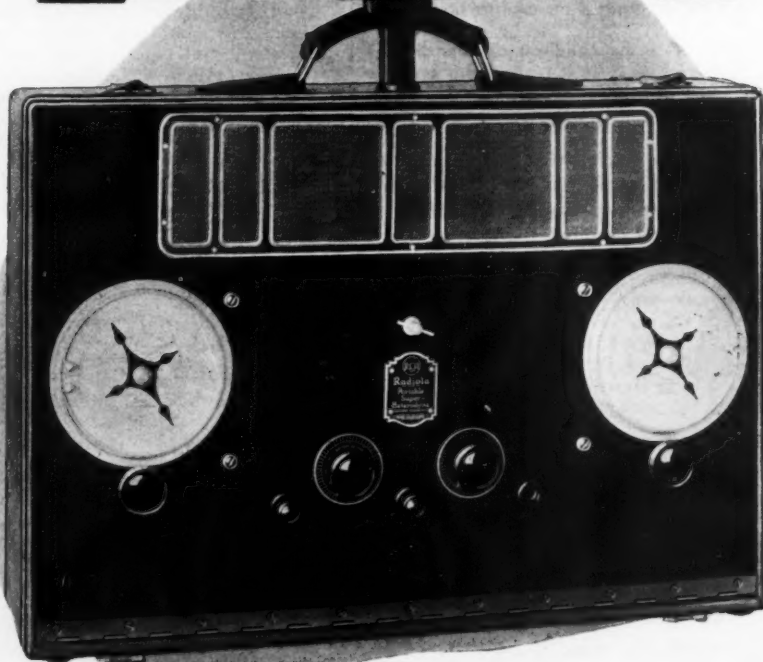


Last fall Rainbow IV properly lubricated ran for twenty-four hours without a falter and established new records

Commercially Made Marine Radios

*Descriptions of a Few of the Radio Receivers Which Are Particularly
Well Adapted to the Use of Marine Broadcast Reception*

By W. F. Crosby



PLAYING the hose upon the ordinary run of radio receivers is not considered to be exactly good taste to put the matter mildly, yet such a receiver has now been perfected and placed upon the market by a well-known maker of radio sets.

The set is almost totally unlike anything else on the market and is especially designed for the hardest kind of marine usage with a water-tight cabinet which is put together with waterproof composition and husky enough to stand a lot of knocking around. The popular sloping panel is used with a heavy wooden lid which closes up on a water-tight rubber gasket.

On the side of the cabinet are two water-tight connection boxes, one for the loud-speaker wires and the other for the aerial, ground and battery connections. This latter box is designed in such a way that the battery plug can only go in in the right way and there is no danger of a short circuit or a mistake in wiring.

The face of the operating panel is enclosed in a mahogany frame of an oval shape with a metallic panel on which are mounted the two tuning controls and a voltmeter which indicates instantly the condition of both A and B batteries. Wherever a connection or shaft goes through this panel it passes through a grease packed stuffing box.

The set employs six storage battery tubes and consists of two stages of tuned radio frequency amplification, detector and impedance coupled audio amplifiers giving sufficient pep even on a very short aerial. In fact at a demonstration held at the New York showrooms of the company,

the aerial consisted of only about ten feet of rubber covered wire which was soiled up on the floor under the set. A ground connection was made to a radiator in the room and most of the local broadcasting stations were brought through with terrific volume despite a more or less unfavorable location on the fourth floor of a steel building in the center of a skyscraper district.

The fact that only a small antenna is needed, makes the set still more valuable as part of a motor boat's equipment for most boats have not sufficient space to swing the usual seventy-five or hundred feet of wire necessary with many radio sets.

The material used in the construction of the apparatus itself is of the best procurable, three tuning condensers being used. The first one of these acts independently, but the other two are on a common shaft and worked from one dial on the panel.

Vibration has been taken care of by means of special suspended tube sockets and in fact all the way through, the receiver is exceptionally well made and designed for the work it is to do.

Unlike many other manufacturers, the makers of this set have actually investigated the marine field and have tried out many models and made many tests while actually afloat. Aerials have been erected in every conceivable part of the boat even to a rubber covered wire running up under the awning, and it has been found that on account of the sensitivity of the receiver that almost anything will serve to bring in broadcasting stations. Of course the better the aerial the better the set will perform but even where space is most limited there is a reasonable assurance of considerable success anyway.

To operate the set it is only necessary to make sure that the water-tight plugs are in place, turn on the battery switch and tune the two dials on the panel. The set will tune from about two hundred meters up to nearly six hundred meters and if properly adjusted and tuned it will not whistle as it does not employ the principle of regeneration. The panel with all the apparatus attached may be opened and slid out of the cabinet with the least effort as it is held in place by two friction catches which jamb it securely in place. It may be made to work on a loop aerial but this is not generally recommended for marine use with this set.

Another interesting set, which is particularly well adapted to marine use, uses the principle of the super-heterodyne thus permitting an entirely self-contained unit. This set, while not primarily designed for marine use is better suited for the smaller boats where absolutely no facilities are available for the erection of the regulation form of antenna.

The instrument is made up in a cabinet similar in appearance and size to an ordinary suit-case and everything necessary for operation is contained in this space. The set employs six dry cell operated vacuum tubes and both A and B batteries are located inside. The tubes are arranged in a straight line across the face of a metal box inside of which most of the apparatus is contained. This box is hermetically sealed and about the only parts which are exposed inside of the cabinet are the

An aerial installation on a large yacht. A rubber-covered cable is placed between the awning and the spreaders running throughout the length of the boat



The inside of the set which shows the back of the metal panel and the arrangement of the tuning condensers. Flexible wiring is used throughout



Making Mud Hooks

IT was quiet on the Potomac. The sun had set in all its glory; the makings of a breeze stirred the pines on the shore and wavelets,—from God knows where,—lapped at the tin sides of my little craft. My partner droned a yarn that I had heard many times before as he washed the supper things while I mentally cursed the bashfulness of my anchor light when it came time to get lit and busy. Up river and over the Virginia hills rumbled a thunderstorm leisurely grousing its way toward us like the bull Taurus himself down on earth for a little fun,—and that fun looked as if it would include tossing us about a little.

A motorboat came chugging around the point. She was a pretty sight in the gloaming. Her high white fore-castle glowed in the dusk, her cabin lights were going strong and her running lights twinkled merrily if weakly. She was making for the same anchorage that we were in and threw out her clutch as she swung toward us. From the sounds she exuded I surmised that she was a family boat,—family manned and wifely bossed. She came abreast of us. A boy went forward to the anchor but from within the enclosed bridge a feminine voice could be heard "Thinking it best" to go a bit closer to land so the clutch was thrown in again and closer in they crept. Two hundred feet closer the boy dropped the hook. It was a pretty little thing, all painted aluminum attached to a cute little chain just like that of a big ship. The boat was dead in the water. The anchor went straight down with the chain held taut by the friction of the chain in the cunning little hawsepipe. The boy dragged out about four feet of the unwilling chain, took a turn or two around a little cross affair of a bit and called it a day.

I took a squint at her, an approaching squall and with a sculling oar. Then I went hauled in on my an-

When I broke out my

other at the ap-sigh broke out the forward and chor rope. anchor

I was about a hundred feet from and abeam of the motorboat. I looked at my scrawny stock anchor, painted a one-time black but now broken out with an epidemic of rust spots and shiny in some places with wear and laid it down tenderly before going aft to the sculling oar. I moved upstream about two hundred feet before letting go again and let the anchor line pay out slowly as we drifted slowly offshore with the tide and wind. After a hundred and fifty feet or there-

abouts were out I secured, protected my line against chafing and then joined my partner below.

The squall woke me up. I listened to the wind whirling through the rigging, decided that it must be a snorter and went to sleep again.

The next morning my first glance was for the motorboat. She was plainly to be seen, quite a bit closer to the shore than the night before and apparently drawing far less water. I sighed again for the breeze was going our way and was fairly strong but I knew that I had to offer aid and lose time whether I could help them or not. The Captain, crew et cetera were up. Well up, up in the air, upset and up in the mud. The whole ship's company were up on the fore-castle deck surveying the world and the mud. The anchor tagged hopefully towards deep water. The Skipper, (or rather I should say the Sailing Master as we all know who was in command) watched my coming with the air of one who is gaining a respite in a fight against odds, the crew, two boys of about ten and twelve and a girl, looked hopeful but the Old Lady looked at me as if she thought me to blame for the whole disaster. I offered my services and was thanked, but the Old Lady had it in for me.

"How is it that you didn't go up too?" She asked as if I had done her a mortal wrong by remaining at my anchorage.

"I didn't drag," I answered meekly as if I were no way in the blame for

not doing so
"I don't see why!" She exclaimed indignantly. "Your boat is smaller than ours!"

I compared the forty foot, high fore-castled and higher enclosed bridge-craft with my twenty-six foot, double-ended ship's lifeboat decked over and pink rigged and admitted that it was quite a bit smaller.

She then took pity on me. "You must have had a time last night with all that wind and waves! Wasn't it awful?"

"I don't know," I truthfully answered. "We slept through it."

"Really?" It seemed as if she did not believe me. "We had an awful night . . ." Then she went on and told me the old, old story.

When she got through the Sailing Master got a word in.

"Why did you shift last night after we came in?" He asked.

"You anchored within my swinging circle," I explained.

He did not understand what I meant so I explained to him how a boat swings around at the end of its anchor line and that if I had remained where I was that I would have fouled him when the tide changed and the squall came. He apologized and stated that he did not think I had so much line out; that I seemed to be a good distance away from him at the time. I then told him that I had a hundred and fifty feet of line out. He was surprised and told me that all the anchor chain he had was fifty feet and that he doubted if he had half of that out.

"Less than that," I answered. "You did not have over

Hook

By
Chas. M. Blackford

ten feet in the water."

That incident brought to my mind a fact that, as a professional seaman, I have had the art of anchoring a ship drilled into me through study and example until it is second nature. Aboard big ships it is not a matter to be taken casually but an art requiring study and good seamanship. Some Masters of big ships have not learned its fine points but North American schoormen are noted throughout the world for their ability to anchor under almost any condition and stay put.

The opinion of a number of boating men seems to be that as long as the

anchor is on the bottom everything is hunky-dory but in reality it is far from the case. Many things have to be taken into consideration both before and after letting go.

In the first place many, if not most of the motorboats and a number of yachts are equipped with what are called, Patent or Stockless anchors both because they are better looking and because they stow better than the old fashioned anchor. They are good if one understands their weak points and allows for them. Before I go any further I will quote a question I had in the Navy when I went up for First Class Seaman and its answer.

Question: "Why do destroyers, (I was serving aboard one), carry stock, or old fashioned, anchors instead of stockless anchors?"

Answer: "Because it has been proven that pound for pound a stock anchor holds far better than a stockless anchor on an equal amount of chain." (See Bluejacket's Manual).

Question: "What are the advantages of a stockless anchor?"

Answer: "The chain cannot become foul of the stock and they can be stowed in the hawsepipe when not in use and do away with fishing and catting." (Same reference).

That is what the Navy has to say about it and why stockless anchors are used on big ships. Not because they are superior to the old fashioned anchors but because they are easier to handle.

On a motorboat or yacht, where the anchor is not heavy enough to call for the use of a capstan or winch, to weigh and secure but where the weight when one is heaving in by hand is considerable, the greatest holding power for a given weight is desired and that is supplied by the old fashioned anchor. A number of yachting handbooks and catalogs give a scale of weights and sizes of anchors for the different sizes of boats and I am in no position to dispute their figures but I am of the opinion that one cannot err much in buying an over-size. When the holding power was computed it was taken for granted that a proper scope of cable was being given for the depth of water, in which the boat anchors.

Every craft should have at least two anchors as one is likely to lose the anchor at the very time that the safety of the boat and the people aboard depends upon it. A large steamer carries a spare anchor for each chain and a small stream anchor aft. Many men carry a large anchor for use at overnight anchorages or in squalls and

a smaller one for fishing or short stays.

The next thing is the cable. Chain, for anchoring, is without question, the best but it has the disadvantage of being useful for that purpose alone. It can stow in a small space that cannot be used for anything else and has to be rarely overhauled. A manila cable, on the other hand, is cheaper and can be used as a towline or for warping along a dock or off a bar when aground but it has to be dried and stowed below at the end of the trip and takes up room on deck. When lying at anchor in a choppy sea or for a long time it has to be wrapped with a piece of old canvas or sacking at the chock to keep it from chafing, but its advantages combined with the ease of handling makes it the logical anchor line for a small boat. When using a manila line it is best to have a large eye, at least three feet long spliced in each end. The advantage of this is, if one wishes to detach the anchor in a hurry it can be passed through the eye instead of reeving the whole line through. The reason for having a similar bight at the other end is that when one end becomes frayed and worn with use the anchor can be secured to the other end and the frayed end kept aboard. Both anchors can be used on it at the same time, dropping whichever anchor is needed or both as when making a mooring of which I will speak later.

The length of the line depends upon the body of water you navigate. Upon narrow rivers and small lakes it need not be as long as on boats navigating more or less open water. On my boat, a twenty-six foot pink I carry one two hundred foot line and one a hundred feet in length. Sometimes, when anchored out in the Chesapeake, I bend both of them together and ride on that. The long one is 2 inches in circumference and the other 2 2/3 inches. The latter was the boat-rope required by regulations that was still in the boat when I bought her.

When picking out an anchorage for the night several things should be taken into consideration, shelter, depth of water, bottom, tide, obstructions and other vessels.

When seeking shelter for the night, a man, when in strange waters, will consult the chart for what looks like the snuggest little cove along his line of route and in his vicinity and makes for it. While poring over the chart he should note the following things:

- Is there plenty of swinging room?
- Is there sufficient water at low tide?
- Is it protected from the wind then blowing and from the prevailing winds of that season?
- Will there be any ground swell from the larger body of water outside?
- Is it liable to have a strong tidal current? (Such as in a stream mouth or a strait connecting two large bodies of water.)
- Is the bottom good holding ground?
- And in the Summer:
- Will the offshore wind bring mosquitoes?
- Is it sheltered from the usual direction of thunder squalls?

A good sea boat with a long anchor line can anchor almost anywhere with safety but a flat-bottomed boat or one not made expressly for open water should be more careful about exposing itself to a heavy swell or sea and any boat in an open roadstead should be ready to slip and run. If there is a practice made of it, there should always be an anchor buoy made (Continued on page 172)



A group of the younger generation of the few remaining Labrador Esquimoux

To Labrador's Tip on NANU

AMONG the outstanding motor boat cruises during the last year, was the trip to Labrador and Greenland, made by George G. Williams of Farmington, Conn. The cruise is the annual trip which Mr. Williams has made each summer for quite a number of years, although it is the first time in which he has used a boat as small as Nanu, the 34 foot Banfield cruiser, which he used this year. His previous vessels have all been large auxiliary sailing craft, the best known of this was the large schooner Norseman, in which the voyage was made on two different occasions. Companions on this motor boat trip were Captain Charles

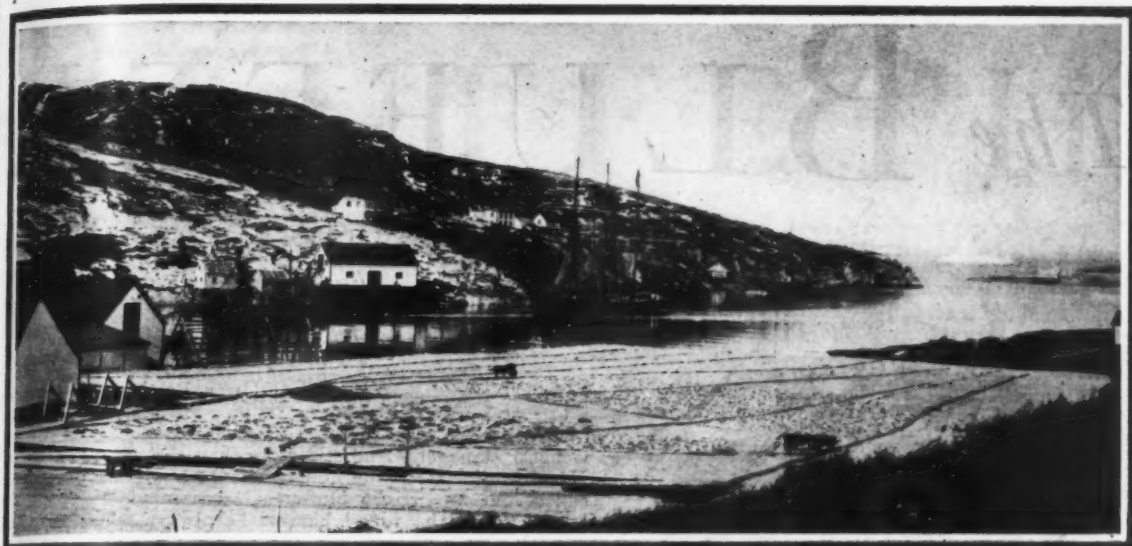
A Summer Voyage of Over Three Thousand Miles to the Wild Coasts of Greenland and Labrador in a 34-Foot Banfield Seaskiff Powered With a Six Cylinder Kermath Engine



Nanu, the 34 foot Banfield seaskiff used by Mr. Williams on his long cruise, is powered with a 65 h.p. six cylinder Kermath engine

Jenssen, who has been the skipper on previous trips, and George Jarrett of Brigus, Newfoundland. This is the first time a boat as small as Nanu has been used for any kind of an exploration journey to these waters. The fact that entire dependance was placed on the six cylinder, 65 h. p. Kermath engine speaks well for the increasing reliability of gasoline engines.

The voyage was delayed about two weeks at the start, and did not begin until about the middle of July. Nanu sailed from Noank, Conn., on the first leg of a 1,200 journey, which was to end at Battle Harbor, Labrador. Good time was made through the Cape Cod Canal, and



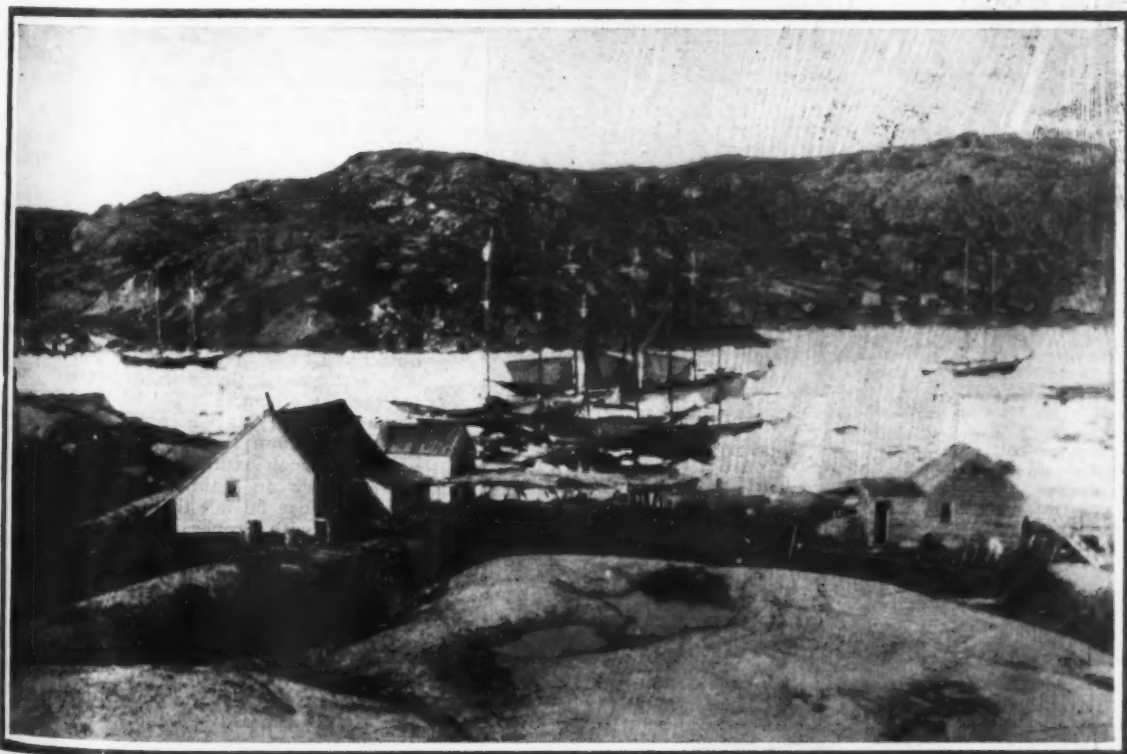
Battle Harbor, Labrador, the first objective point 1,200 miles from the start

the first night out was spent in Gloucester Harbor. The next several days were spent in running along the Massachusetts and Maine coasts, with a stop at North East Harbor in Maine. A very dense fog held the boat there for a number of days, when a successful run was made across the Bay of Fundy to Yarmouth, Nova Scotia. The coast was followed here to Cape Breton with a day spent in cruising about on the lovely Bras D'or Lakes, which really deserve more time since they are one of the most delightful cruising objectives in that region. At the Cape, weather conditions were watched, until a suitable opportunity arrived for the run to Newfoundland. Nanu was headed directly across Cobalt Strait to Cape Ray for about one hundred miles, to the south west point of

Newfoundland, where the light on the Cape was raised in the evening.

The voyage was continued in the morning, and a southeast gale, which sprung up during the day, made it advisable to run into the Bay of Islands for a time. The enforced stop-over was spent in inspecting the great hydraulic power development that is being constructed at Curling. After a return of more favorable weather, the journey was continued along the west coast of Newfoundland for some three hundred miles, but was frequently interrupted by high winds and dense fogs, which are very prevalent along the coast during July.

The first sight of Labrador was had a few days later, where the icebergs form which (Continued on page 132)



A winter view showing Mr. Williams' earlier schooner Norseman, frozen in the ice

The BLUFFER

By Clifford Sloan

Illustrated by

A. E. Snyder



E. PARKS SMYTHINGTON was President of the General Advertising Corporation of America. More than that, he was Vice President, Treasurer, Secretary and General Manager. And still more than that he was a bluffer! Not one of these crude bluffers whose bluffs are occasionally called, but an artistic bluffer. Never mind how small the box in which he found himself he always managed to find some loophole of escape.

He was large and corpulent. He always dressed in a cut-away coat and grey striped trousers; and he always wore spats. A pair of gold rimmed eye-glasses dangled from a wide black ribbon about his neck; dangled, is not exactly the right word either, for these glasses rested comfortably on a wide expanse of vest.

While his attire was dignified, E. Parks was not. He was the slap-you-on-the-back-call-me-Bill type. He was loud and boisterous and good natured. And a genial smile made you forget his shortcomings. His intimate friends called him the "Lovable old bluff!"

His one assistant in the advertising agency, that is, the one assistant of note, was an insignificant appearing little fellow named Percival Darby Sniffkins who tried to make up for his insignificant appearance by carrying a large amount of dignity.

Sniffkins wore big tortoise shell glasses and these, with a habit he had of blinking, made him appear for all the world like an owl.

Now Sniffkins lived in constant fear of the day when some terrible bluff of Smythington's would be called; not for the harm it would do Smythington, understand, for, if the cold truth be known, Sniffkins would like to see his Chief shown up. He lived in fear of such a day because such showing-up process might make Sniffkins appear as big a fool as Smythington. And that would hurt the little man's dignity. So always he protected Smythington by pulling Smythington's chestnuts out of the fire.

Nevertheless little Sniffkins secretly longed for the day when he could be the instrument through which his Chief might be exposed for the big bluff that he was; providing always that such exposure reflected some wee bit of glory on Sniffkins. He disliked E. Parks because he felt that the latter did not treat him with proper respect. Always was

Smythington, in his boisterous, good-natured way making fun of Sniffkins. Certainly it was not Sniffkins' fault that he was little, that he was insignificant looking, that he had to wear big thick glasses that made him look like an owl; then, as Sniffkins often-times asked himself, why should

He was large and corpulent. He always dressed in a cutaway coat and grey striped trousers, and he always wore spats

R BLUFFETH!

Smythington make fun of him? Call him Sniffie and Snifficums and so forth? Why? It was hard for Sniffkins to answer.

Now the very day before our story opens, Sniffkins had excellent opportunity to show up his Chief; but it would have hurt Sniffkins' dignity so he refrained. The incident, however, had one effect; it made Sniffkins resolve to do a little bluffing himself; it made him believe, for the time being at least, that success was effect and bluff was cause.

The incident that was responsible for such resolution came about by the fact that Smythington was a born orator. My, oh my, how that man could orate! As a public speaker he could make the best of orators appear as a school boy reciting "Oh, Woodman Spare That Tree," at Commencement Exercises. And he did a lot of public speaking, too; before salesmen's conventions, manufacturer's associations, Rotary Clubs, et cetera.

And he had this business of public speaking right down to a science. He carried in his pocket book ten closely written three by five cards. These he termed his openings, and his closings. Called upon to make a speech he selected a suitable opening, a suitable closing, and went to it. He could, on a minute's notice, deliver a stirring address on any subject from airplanes, to zithers.

But to return to this incident: E. Parks had been invited, very unexpectedly, to deliver an address before the United Pickle Growers Association. They wanted him at one o'clock. On the way over to the hotel where the Association was holding its sessions, Sniffkins—for Sniffkins always went along with E. Parks who referred to him in public as, my associate—on the way over Sniffkins reminded Smythington of another engagement.

"Now don't stay here too long, Chief, for you know you've got an engagement to talk to the Grindstone Manufacturers Association at three o'clock."

And the mention of that second meeting almost proved the undoing of the great E. Parks for, by a curious twist of the mind, when he rose to his feet he had the idea firmly fixed in mind that he was standing before the Grindstone manufacturers.

He used opening number three and got a good laugh. Opening number three, backed by E. Parks' good nature and contagious smile was always good for a laugh. And then he started in.

He launched into glittering generalities about grindstones, the importance of grindstones to the nation's progress and the great part grindstones had played in the up-building of the country. He took grindstones back to the days of the Pilgrims and started to work down history with them. He was just warming up to the part that grindstones had played in the winning of the great war when Associate Sniffkins realized that something had gone wrong.

Now here was an opportunity to let the great man ride, to let him make a fool of himself. But wouldn't it reflect also on Sniffkins who had been spoken of as my associate? Sniffkins thought it would; so he started to pull Smythington's chestnuts out of the fire.

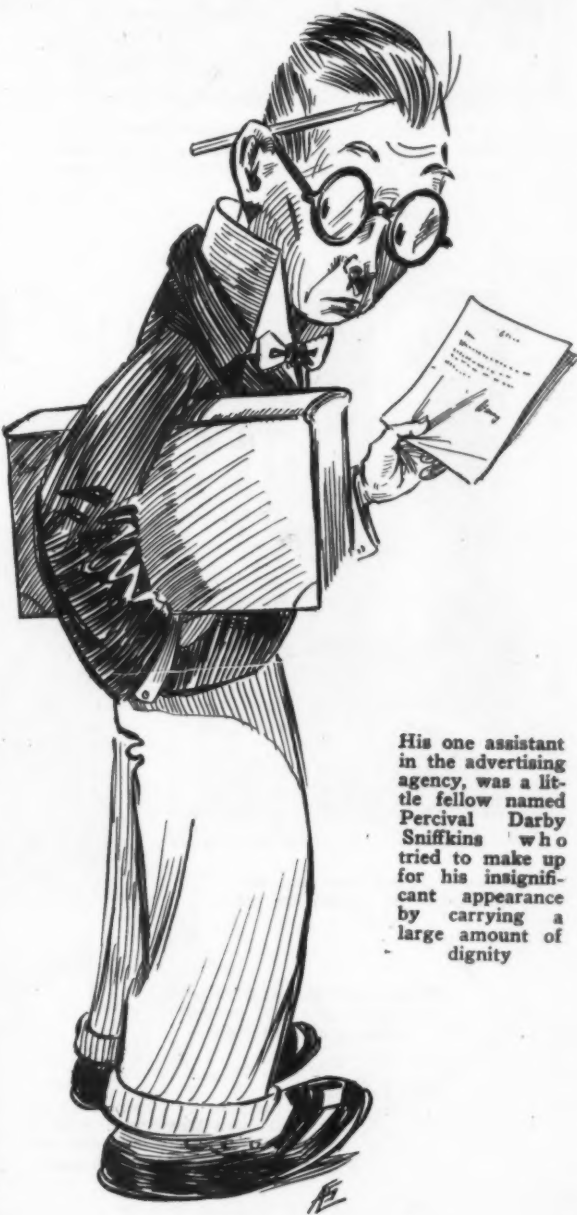
He reached over and gave a gentle little tug on E. Parks' waving coat-tail. But E. Parks misunderstood! He took the signal to go, rather than stop! And go he did! He dragged grindstones all over Europe from the British Isles to the Caspian Sea. Sniffkins grew frantic. The more he tugged on E. Parks' coat-tail the harder E. Parks hit the table and the louder E. Parks boomed!

Finally, in sheer desperation, Sniffkins grabbed a menu card and printed on it in huge letters, PICKLES, NOT GRINDSTONES, and handed it to E. Parks who was by now getting around to the Star-Spangled-Banner-shall-forever-wave part of his speech.

E. Parks slowed down. He read the words and then he stopped short. He held up his hand. If somebody had dropped the pin that is always dropped under such circumstances, it would have made a terrible noise. It was a most dramatic moment. Just a minute before E. Parks' big voice had boomed and echoed. Now he spoke just above a whisper, leaning far over the speaker's table.

"Members of the United Pickle Growers' Association," and his voice had just the right waver to it, "it is with the deepest regret that I read this important note that has just been handed to me by my associate Mr. Sniffkins—" Sniffkins squirmed in his seat, blinked three times and tried to look very important. "Yes, it is with the deepest regret for this note summons me to a

(Continued on page 194)



His one assistant in the advertising agency, was a little fellow named Percival Darby Sniffkins who tried to make up for his insignificant appearance by carrying a large amount of dignity

How to Make a Cow Hitch *and*

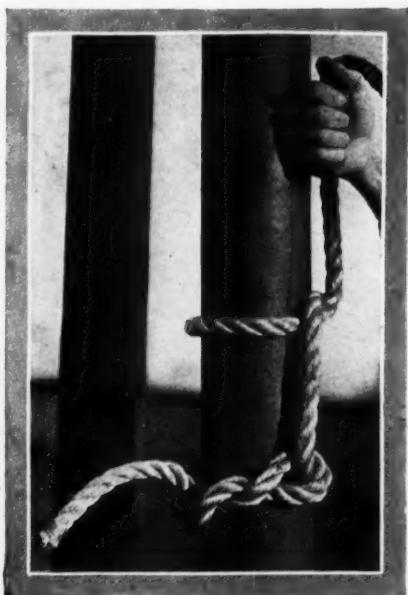
*A Handy Hitch to Put in the Bight of a Rope
When There Will Be a Strain on Both Parts*



Begin by drawing the end of the bight down over the standing parts as shown and then put the fingers through one part and the thumb through the other



Draw them together, after which it is ready to slip over anything. This hitch is also used at the commencement of net making



Take a round turn and one half hitch as shown on the right

Then twist the end around the round turn one or more times and haul tight

If the spar or object is to be hauled on lengthwise, take a half hitch round it further on as shown in illustration above

The TIMBER HITCH

A Fastening Quickly Made and Unmade—Useful for Making Fast to a Heavy Timber or Other Fairly Large Object

Photographs by M. Rosenfeld



PRONTO A Half and Half CRUISER

A Happy Arrangement of Sailing Schooner and Motor Cruiser Which Will Please Those Who Like to Sail and Still Get There on Schedule

Designed Especially for MoToR BoatinG

By Charles D. Mower

TO meet the requirements of yachtsmen who desire a power cruiser which can, in an emergency, be handled under sail alone, the type known as the fifty-fifty cruiser has been developed, and has met with considerable favor.

The design given here is a representative boat of this type, and has many interesting features as will be seen after a careful study of the plans. While primarily a power boat capable of a cruising speed of nine or ten miles per hour, this design has a knockabout schooner rig of sufficient area to allow the owner to shut off the power and enjoy all the pleasure of sailing whenever there is a good whole sail breeze. There is also the feeling of security in the knowledge that if the engine should go out of business in bad weather, or a tight place, the boat can be handled under sail, and can make port or ride out a gale in safety if necessary.

The boat has a maximum of cabin accommodations for her overall length, and not an inch of space is wasted in the interior arrangement. In the extreme bow there is a double stateroom with two built-in berths. Aft of this there is a toilet room on one side and a large clothes closet opposite. The main cabin is amidships, and seems as large as would be found in a boat of double the size. By using the backs of the transom seats as upper berths, sleeping accommodations for four can be provided in the main cabin.

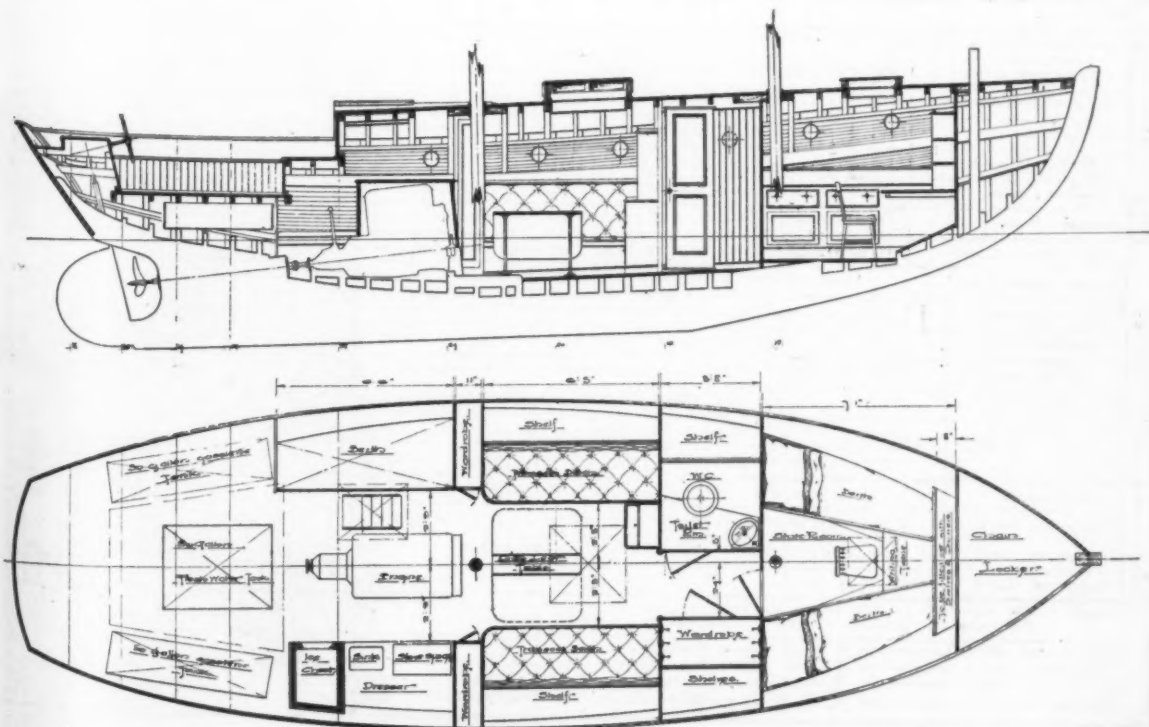
The galley is at the after end of the main cabin, and on the opposite side there is room for berthing a paid

hand if one is carried. The cockpit is large and most comfortable, either when under way or at anchor with an awning stretched over the main boom.

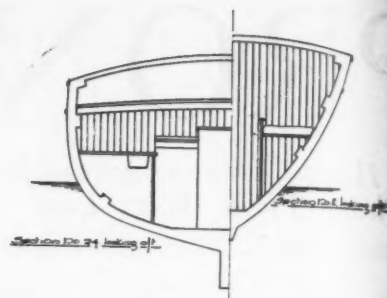
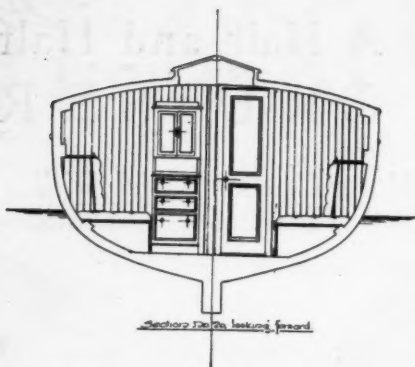
While the draft is small enough to allow cruising by the inside routes, and in comparatively shallow waters, the boat is perfectly seaworthy and suitable for offshore work, and can cruise anywhere the owner's fancy may take him. These boats are not as fast under sail as the modern cruising schooners with comparatively small auxiliary power, but they are faster under power, more easily handled and give better cabin accommodations than an auxiliary schooner of the same over all length.

The type is sure to appeal strongly to the man who finds it necessary to go to power but who still loves the sail and hates to give it up.

While a boat of this kind is probably a little larger than the capacity of an amateur boat builder, boats of this size and type have been successfully built by skillful men. However, it is not recommended that unskilled amateur builders tackle a job as big as this will prove to be. In a case of this kind, it is much better to turn the work over to a competent plant, which has the requisite machinery and equipment to permit of turning out a first class vessel. It is quite probable that a boat of this kind can be turned out complete for between \$7,000 and \$8,000. A boat of this kind can be successfully powered with any one of several first class marine engines which are available today. Many engines, particularly types with the in-built reduction gear are par-



Inboard construction profile and arrangement plan for the 40 foot auxiliary schooner Pronto



ticularly suitable while direct drive engines of not too high a revolution rate will also prove very satisfactory. It will require an engine of from 40 to 60 h. p. to really make an auxiliary craft in which the engine amounts to something. With this amount of power, the boat should move along quite steadily between 8 and 9 m. p. h., which is ample speed for boats of this type.

Readers of MoToR BoatingG who are planning to build a boat according to this design, can secure larger blue print copies of the drawings reproduced to a scale of 1/2 inch to the foot at moderate cost. Address the Editor, MoToR BoatingG, 119 West 40th Street, New York, N. Y.

Dimensions:—Length over all, about 40 feet, length water line, about 34 feet. Beam, extreme, about 12 feet, draft, about 4 feet.

Materials and Workmanship:—In carrying out these specifications, it is understood that only the best materials shall be used and skilled workmen employed.

All woods shall be sound, well seasoned and of a kind and quality suitable for the use intended.

Any defective material or workmanship will be rejected at whatever stage of the work it may be discovered and shall be made good by the boat builder, at his expense, to the complete satisfaction of the Owner or by his representative.

Keel:—White oak, in one length, sided 8 inches and moulded 9 inches. Tapered fore and aft as per offsets for rabbet line and rabbeted to take planking.

Deadwood, shaft log, horn timber and bow timber to be white oak, as per plans.

Keel, deadwood, etc., to be bolted together with galvanized iron riveted over clinch rings.

Stem:—White oak, sided 5 inches and moulded as per plans. To be fastened to bow timber with a 5-inch sided oak knee as shown on plans.

Bow timber to be white oak sided as per offsets for
rabbit line and moulded as shown on plans.

Stern Transom:—White oak, 1¼ inches thick, curved as per plans; fitted with a transom frame to take ends of planking which shall be rabbeted so as not to show end wood on face of transom. Fastened to horn timber with oak knee as shown.

Iron Keel:—To be smoothly cast as per plans and bolted to keel with 1 inch diameter galvanized iron bolts set up with nut and washer on inside of floor frames.

Iron keel to weigh about 2,000 pounds.

Frames:—White oak, spaced 12 inches center to center, 2½ x 2½ inches, steam bent to shape. Heels of frames mortised into keel stern and deadwood and well fastened.

Frames to be carefully fitted and bevelled to fit inside of planking.

Note:—If preferred by boat builder, Architect will accept sawn frames of suitable size spaced 12 inches centers.

Floors:—White oak, fitted on every pair of frames, notched down over keel and well bolted to keel and to heels of frames.

(Continued on Page 190)

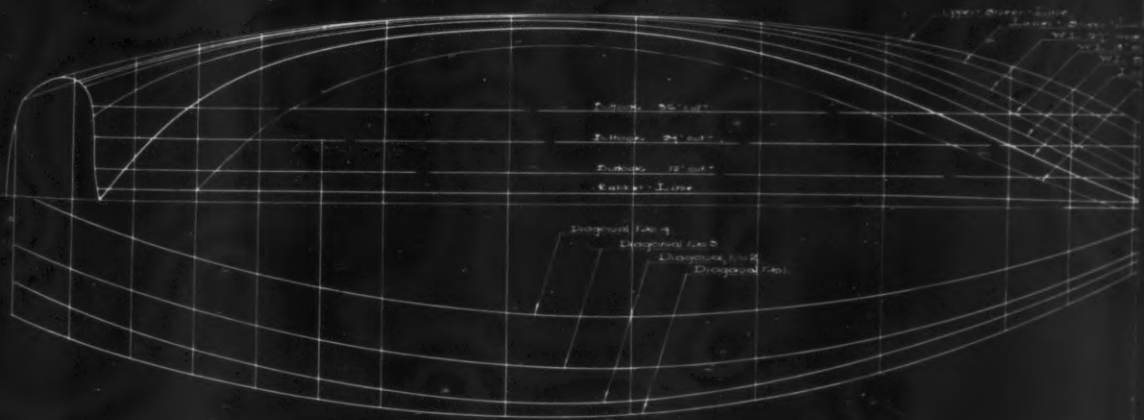
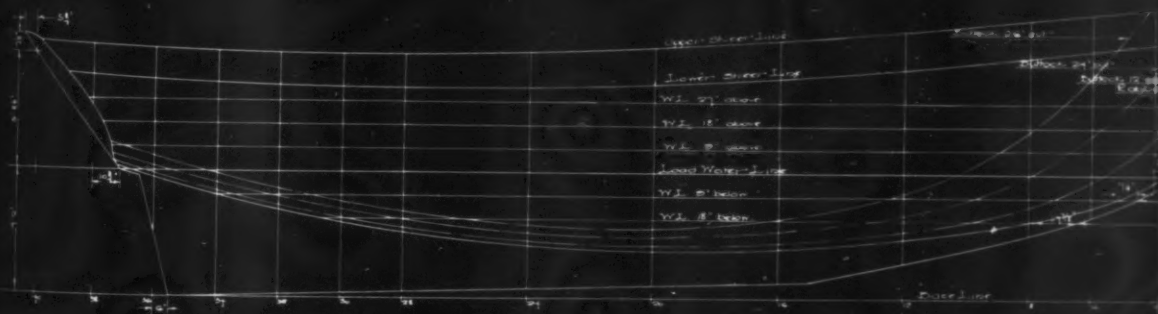
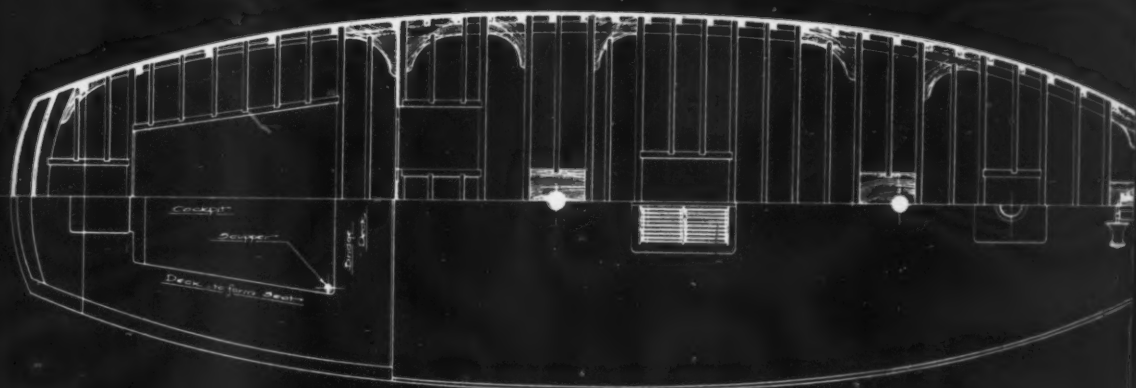
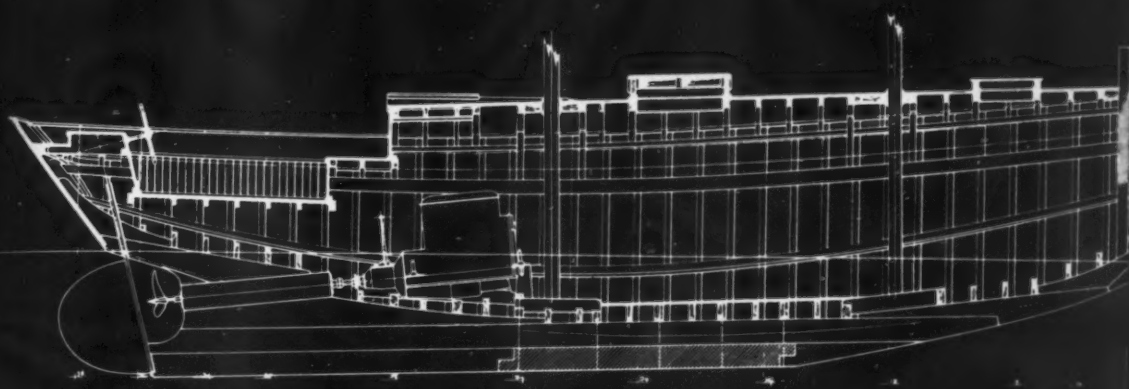
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The table of offsets for laying down the lines of the 40 foot auxiliary schooner Pronto

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bolted
set up

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frames
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accept
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Iteration	
0	1.0
1	0.7
2	1.004
3	1.41
4	1.95
5	1.14
6	
7	5.10
8	5.50
9	5.01
10	5.00
11	2.80
12	0.00
13	0.010
14	
15	
16	
17	
18	
19	
20	



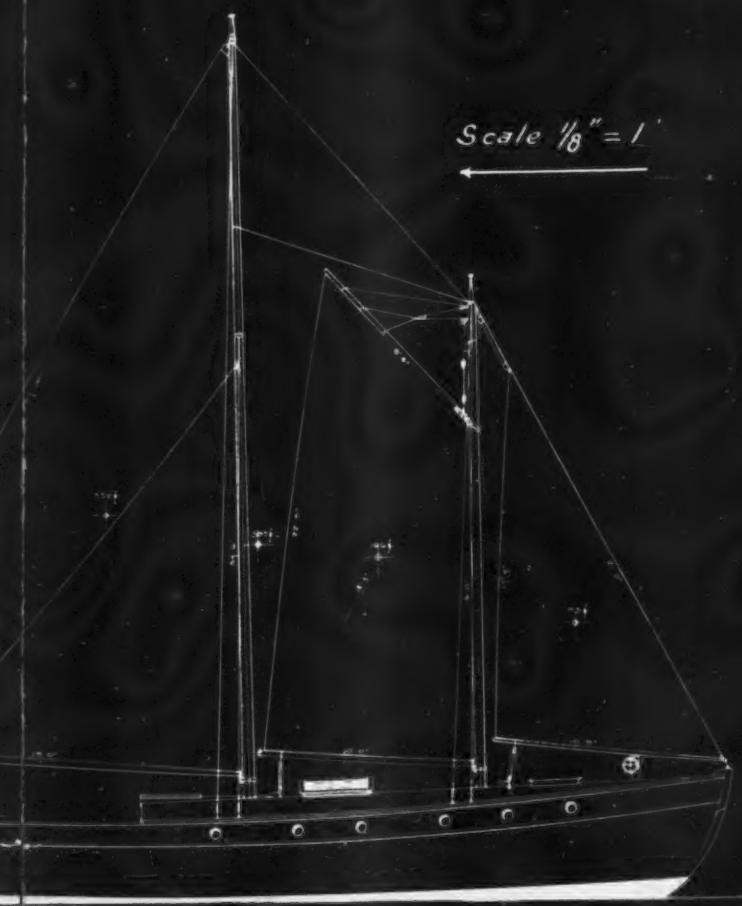
40



Scale $\frac{3}{16}'' = 1'$

MOTOR BOATING'S
BUILD A BOAT Series

PRONTO
A
40 foot Auxiliary
Schooner



SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the June Prize Contest

1. Explain and illustrate how to lay out and construct the moulds and bend the frames for a boat, also the method of fastening the frames to the keel. (Submitted by W. B. M., Newburgh, N. Y.)

2. Describe and illustrate installation of small lubricating oil tank, piped direct to oil sump of motor. (Submitted by E. T. K., Wilmington, Del.)

Taking the Lines From a Hull

To Duplicate a Good Boat a Line Drawing and Offset Table Are Necessary. Suggestions for Doing This Work in the Easiest Way Are Given.

Answers to the Following Question Published in the February Issue

Should no line drawing of the hull be available, how may the lines be taken from the hull itself, when hauled out, for the purpose of making such a drawing.

A Water Level System

(The Prize Winning Answer)

NEW methods of transferring the lines and dimensions necessary to fully describe or duplicate a boat do not require a great amount of tools or equipment. Neither is a floor to work from necessary, most floors are not nearly enough level to serve as a base or datum line.

The requirements are few, and inexpensive, while the method is simple but accurate. Set up firmly a 2 by 4 inch upright midway between stem and stern, and a few feet to one side of the boat. To this upright attach a garden hose so that the top is above the highest point to be measured.

Insert a funnel in the upper end of the hose and place a glass tube about 8 or 10 inches long in the other end fastening same in place with a hose clamp, it is best to select a glass such as is used as a water gauge on a steam boiler and one that fits snugly into the hose, a little soap and water applied to the glass tube will help when inserting same into hose. Now block the boat up about level and add water to funnel until it stands about half way up in the glass when held to water line on boat, the pollution in the sea water generally leaves a well defined water line. Complete the leveling up of the hull until it checks with the same point on glass tube and sets level all around, particularly crosswise.

Move the glass over to the upright or gauge board as it really becomes, and transfer the water line to same, noting it as the load water line, L. W. L. With a tape lay off the stations along the sheers, the number and location to depend on the size and type of boat. If a V-bottom or sawed frame boat, locate them at the present frames. These distances are shown on the drawing as A, and must be the same spacing on each sheer.

From these points hang a plumb line, one on each side,

and with a straight eight held to these lines mark the keel, this gives a point on the keel directly below and between the station point on the sheers, forming distances B, see drawings.

Make a flexible straight edge from a 26 gauge piece of sheet metal about 2½ inches wide, and with this draw a line from sheer to keel at these points. This locates the station the full height of the hull. Continue until all stations have been marked on hull.

Now determine how many lines above and below the L. W. L. will be necessary and transfer them to the gauge board previously mentioned. Fill the hose with water up to the highest line, and transfer it to all the stations. Lower the glass and allow enough water to run off so that a level is obtained on the next line and proceed as before until all lines are marked at all stations.

With a rule and a carpenter's or mason's level, take off the height of keel and sheer at the different stations, dimension C locates the keel and D the sheer, J gives the tumble home and K minus L equals M, or the height of sheer where it is not convenient to measure otherwise, on account of tumble. Where the hull becomes too flat to get under with the glass gauge, a level may be used as shown at Station 9.

The offsets are measured by deducting G from F leaving H, the offset. The drawings seem almost self explanatory in this connection.

With this information at hand it is not a hard matter to plot the lines. Buttocks and diagonals can be developed after the water lines and stations are plotted, should they be required.

It is best to prepare an offset table similar to the one shown, and note on same the measurement as taken to avoid confusion. I have seen boats copied by bending lead pipe to fit the hull at the stations, but the results were not as satisfactory as the water level method described.

M. A. W., St. Paul, Minn.

Rules for the Prize Contest

READERS are urged to consider the above questions for the June issue, and send answers to them to the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before April 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

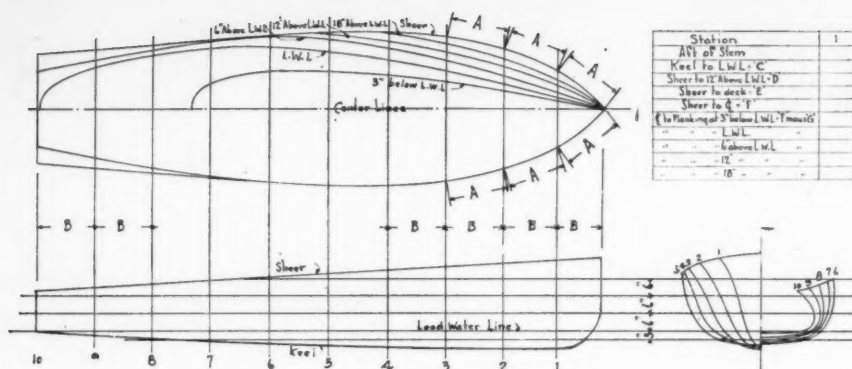
QUESTIONS for the next contest must reach us on or before April 10. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.



Stations	1	2	3	4	5	6	7	8	9	10
At Stem	2' 10"									
Keel to L.W.L. - C	1'									
Sheer to 1st Above L.W.L. - D	11 1/2"									
Sheer to deck - E	5'									
Sheer to G - F	21 1/2"									
1st Plumb line to 3rd Above L.W.L. - Y minus G		4 3/4"								
2nd Above L.W.L. -		8 3/4"								
3rd Above L.W.L. -		12 1/2"								
10' -		14"								

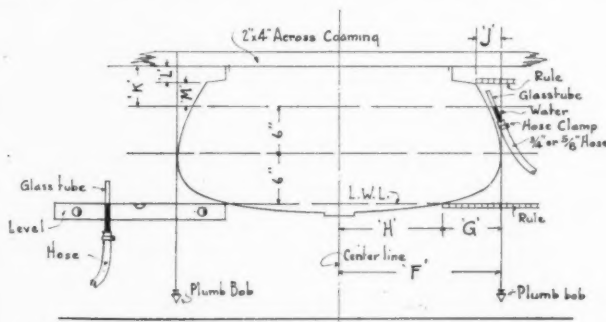
* K minus L - J
F - Y minus J

Lines and offset table plotted from data obtained by M. A. W.'s method of copying the lines

Taking Lines From the Hull

TAKING accurate dimensions of a hull so that a line drawing can be made requires very patient, careful work, otherwise the lines will be unfair and failure will result. Any very small deviations in your measurements, however, can be corrected and made fair if the lines are finally laid down on a level floor. The following suggestions can be applied to both V and round bottom boats with, or without cabins or decks.

The tools required to do the work are as follows. A good level, a small plumb glass, a parallel straight edge, two plumb-bobs and line for each, a chalk line, a small piece of chalk, a two foot square, a six foot rule, a steel tape, large sheets of tough paper, a lead bar, and a line level. If the level has a plumb glass and is small enough to allow being held in a vertical position on a rib up near the sheer, the small plumb glass can be dispensed with. The straight edge should be long enough to span the widest part of the boat. One of the plumb-bobs should be very light, a small pointed sinker might do. The quantity and size of the paper used will depend on the size of the boat and the number of stations. The lead bar should be long enough to extend from keel to sheer along the contour of the side at its greatest length, and should be heavy enough to hold its shape when bent. An old piece of lead pipe, or sheet lead could be hammered or folded to the required size. It is impossible to specify the exact dimensions of the bar needed, as this depends upon the size of the boat.

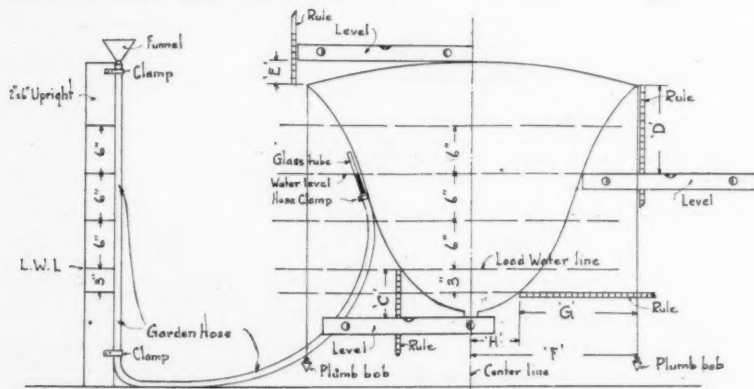


M. A. W. shows the method used in reaching difficult points under the hull

edge by winding string around both the level and board as shown in Fig. 2. Place the prepared straight edge across the gunwales amidship and approximately at right angles to the keel as shown. Move the boat gradually from side to side with the keel as an axis until the bubble is exactly centered, then slide the straight edge forward and aft for a distance of several feet each way, being careful to keep it always at right angles to the keel and note the position of the bubble. If this is centered throughout the movements, the gunwales are level, if not, move the boat to one side or other until a fair average position of the bubble is attained.

We now have the boat level with the waterline, both lengthwise and sidewise. By applying the plumb glass to the ribs and leveling, you positioned the boat so that the ribs were at right angles to horizontal, and therefore located the plane of the waterline, which is always at right angles to the ribs, in a level position.

Fasten the chalkline, with the line level attached, to boards screwed stem and center of stern as shown in Fig. 1. These boards

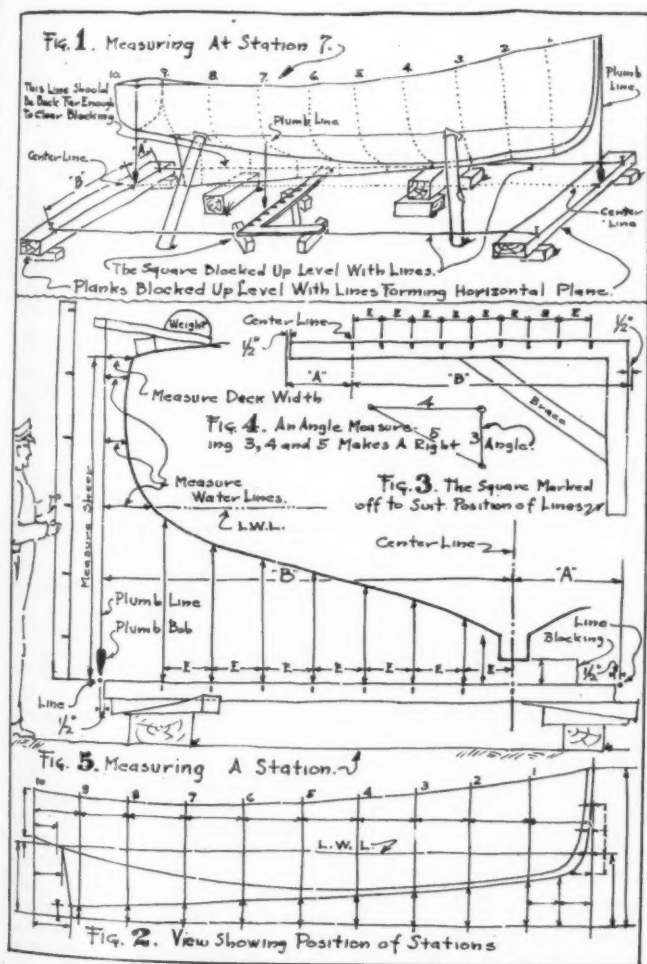


Detail of M. A. W.'s water level method of copying a boat's lines

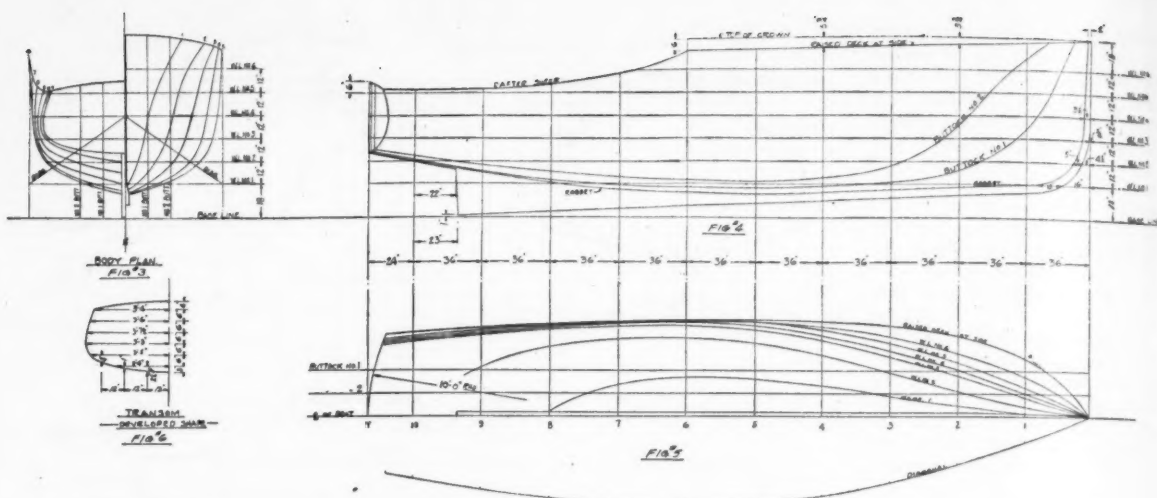
Divide the length of the boat into any convenient number of spaces, which divisions will serve to locate the



Tie the light plumb line to the marked line at station, allowing the plumb to just clear the surface below it. Measure the length of this plumb line. If the boat has a deck or cabin you can find the vertical distance between the point of contact of the plumb and the sheer, by placing the prepared level and straight edge on this point, at right angles to the keel and in a level position, then measuring the vertical distance between the underside of the straight edge and the sheer, and adding this to your previous dimension. This gives the vertical distance between a line parallel with, and above the waterline, and the sheer at station 1, and incidentally the crown of the deck or the distance of the cabin roof above the sheer. The half breadth at this point can be found at right angles to the keel between this point and the outside of the planking at the sheer. A right angle to the keel at the plane of the sheer can be found where there is no support for the square, by lightly fastening two boards across the gunwales so that the square will be supported and can be located accurately. Mark the sheer carefully and legibly where the straight-edge intersects the sheer. This mark will be used later in finding the contour of the side. At stations where there is no deck or cabin, the plumb line can be extended to the bottom of the boat and the distance from the level line above to the outside of the garboard strake at the keel can be found. By repeating these operations for all the stations, points will be located by which the contour of the sheer, the crown of the deck or height of cabin, and half breadths at the sheer can be drawn. In the case of cabin or decked over boats, the contour of the keel at the garboard strake can be found by running a level line



Sketches illustrating article by A. G. W. on taking off the lines



Line drawing prepared from hull dimensions taken off by E. T. K. from which the boat can be duplicated.

along near the under side of the keel and measuring upward vertically at various points. The stem contour can be found by dropping a plumb line from the tip of the stem and measuring at right angles from this line to the stem piece, at regular spaces.

Locate the station points on garboard strake near keel by fastening a straight strip of wood across the gunwales, at the station worked upon, at right angles to the keel, and extending outboard about two feet. Fasten both plumb lines to this stick, one on the outer end, and one next the outboard side of the boat, taking care that this one swings free as well as the other one. Sight across these two lines, and mark points on the keel near the garboard strake. These operations are shown in Fig. 3.

Bend the lead bar carefully along the side of the boat, butting the center of one end against the keel, and marking the bar with chalk at the sheer. Lay the formed bar on a sheet of paper and trace with a pencil along the side of the bar which you held against the boat, taking care to number and letter the line you draw so that there will

be no difficulty in deciding afterwards which end was the sheer or garboard or what station it was. Any small bumps on the tracing due to the lead can be corrected on the drafting board.

Any other dimensions that are necessary to include in your drawing can be found easily in the usual manner, and if the work has been done carefully you will have a set of dimensions that are well worth the trouble.

A. M. G., Westbrook, Conn.

Copying a Boat

TAKING the lines off of a boat for the purpose of making a model or for the purpose of drawing the lines, is an interesting job.

When the boat is hauled out, clean the bottom, but do not touch the water line. If the boat has had the proper trim, when at the mooring, the slime and growth will have left a fairly well defined line, which is the exact waterline.

The boat should be blocked up level. Determine the position of the water line at the stem and at the stern. Take two straight planks or straight edges which are several feet longer than half the beam of the boat. Place one at the stem and the other at the stern as shown on Fig. 1. Block them up level and at equal distances below the water line. On each plank, plumb down the center line; measure on the long side distance B slightly more than one-half the beam; measure on the short side distance A long enough to clear the keel blocking; put a nail at these points and stretch two lines, very tight, from plank to plank. This forms a horizontal plane from which all vertical measurements are to be taken.

(Continued on page 182)

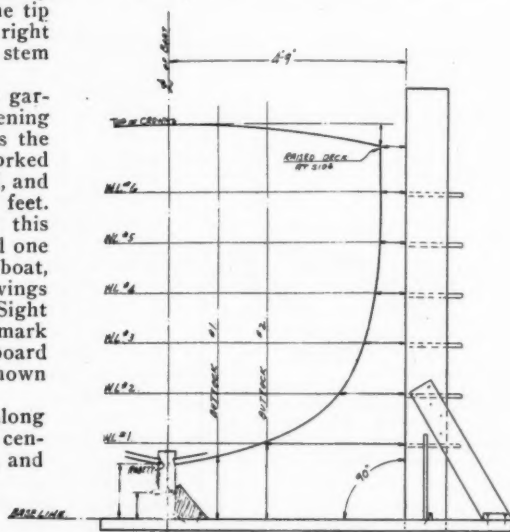


Fig. 1—By E. T. K. showing the arrangement of the midsection

TABLE OF OFFSETS											
STATIONS		1	2	3	4	5	6	7	8	9	10
HEIGHTS ABOVE BASE LINE	RAISED DECK AT SIDE	7-1-5	7-9-1	7-7-6	7-6-4	7-5-1	7-4-0				
	AFTER SHEER							6-4-0	5-10-0	5-7-6	5-7-1
	BUTTER #1	3-1-3	2-1-0	1-7-0	1-4-5	1-3-7	1-4-0	1-5-3	1-8-6	2-1-4	2-7-2
	" #2	7-1-2	6-0-4	2-3-4	1-9-3	1-7-5	1-7-5	1-9-1	2-0-1	2-4-6	2-9-3
	RABBIT	1-5-5	1-3-4	1-2-1	1-0-7	1-0-5	1-1-0	1-2-6	1-6-5	2-0-0	2-10-6
	BOTTOM OF KEEL	1-1-4								0-1-4	2-5-2
	RAISED DECK AT SIDE	2-7-2	3-7-3	4-0-6	4-2-6	4-3-0	4-3-0				
	AFTER SHEER							4-2-0	4-0-2	3-9-2	3-5-6
	WL #1	0-2-0	0-5-6	1-1-1	1-4-5	1-8-3	1-9-4	1-5-2	0-2-2		
	" #2	1-6-7	1-3-7	2-1-3	2-10-1	3-4-3	3-5-6	3-4-5	3-0-6	2-1-6	0-2-0
HALF-BEAM DISTANCES	" #3	0-10-4	1-9-6	2-7-6	3-4-2	3-9-7	3-11-4	3-11-4	3-10-2	3-8-4	3-5-5
	" #4	1-0-3	2-1-3	2-11-2	3-7-0	4-0-5	4-1-3	4-0-2	3-10-6	3-9-2	3-7-4
	" #5	1-0-0	2-4-4	3-2-4	3-9-3	4-2-2	4-2-3	4-1-6	3-11-5	3-7-7	3-5-2
	" #6	1-9-5	2-9-4	3-6-0	3-11-3	4-2-5	4-2-7				
	RABBIT	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0
	BOTTOM OF KEEL	1-3-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0	0-2-0
	DIAGONAL	1-1-0	2-1-4	2-11-2	3-5-5	3-9-3	3-11-2	3-9-7	3-7-4	3-2-3	2-5-7
	ALL DIMENSIONS ARE IN FEET-INCHES-AND EIGHTHS, & TO OUTSIDE OF PLANKING										

Fig. 2—The table of offsets secured by E. T. K. from the hull of the boat

America's Leading Marine ENGINE BUILDERS

An Alphabetical Catalog of All Sizes and Varieties of Marine Engines Arranged for Easy Selection and Comparison
Outboard Motor Manufacturers are Completely Tabulated on page 178

Beaver Manufacturing Co. 35-25th Street, Milwaukee, Wis.												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
JE.....	55	4 $\frac{1}{2}$ x6	4	4	1000	1175	Force feed....	Joe's....	Leece-Neville..	Dual Bosch..	Champion..	Stromberg
JD.....	75	4 $\frac{1}{2}$ x6	4	4	1000	1750	Force feed....	Joe's....	Leece-Neville..	Dual Bosch..	Champion..	Stromberg
RE.....	92	6 x7	4	4	1000	1850	Force feed....	Joe's....	Leece-Neville..	Dual Bosch..	Champion..	Stromberg
RE.....	150	6 x7	6	4	1000	2800	Force feed....	Joe's....	Leece-Neville..	Dual Bosch..	Champion..	Stromberg
RY.....	180	6 $\frac{1}{2}$ x7	6	4	1000	3800	Force feed....	Joe's....	Leece-Neville..	Dual Bosch..	Champion..	Stromberg
RX.....	105	6 $\frac{1}{2}$ x7	4	4	1000	2800	Force feed....	Joe's....	Leece-Neville..	Dual Bosch..	Champion..	Stromberg

Brennan Motor Mfg. Co. Syracuse, N. Y.												
BRENNAN STANDARD												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	1500 R. P. M.	600 Weight	Pressure..... Lubrication.....	Own..... Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
M-4	20	4x5	4	4	1000	650	Pressure.....	Own.....	Bosch.....		Champion..	Stromberg
M-4	30	4x5	4	4	1000	800	Pressure.....	Own.....	Bosch.....		Champion..	Stromberg
D-4	35	4½x5	4	4	1000	800	Pressure.....	Own.....	Bosch.....	Atwater,	Champion..	Stromberg
D-4	40	4½x5	4	4	1500	750	Pressure.....	Own.....	Bosch.....	Kent,	Champion..	Stromberg
D-4	45	4½x5	4	4	1000	1000	Pressure.....	Own.....	Bosch.....	Bosch.....	Champion..	Stromberg
E-4	50	4½x5	4	4	1800	800	Pressure.....	Own.....	Bosch.....	Magneto	Champion..	Stromberg
D-6	75	4½x5	6	4	1800	1000	Pressure.....	Own.....	Bosch.....	or	Champion..	Stromberg
0	60	4x5½	6	4	2300	900	Pressure.....	Own.....	Bosch.....	both	Champion..	Stromberg
100	100	4¾x5½	6	4	2000	900	Pressure.....	Own.....	Bosch.....		Champion..	Stromberg
.....		3x6½	6	4	2000	1500	Build in reduction gear, 2 and 3 to 1					
.....		5x6½	6	4	1500	1800	Build in reduction gear, 2 and 3 to 1					

H. L. Brownback and Associates 17 Battery Place, New York, N. Y.											LYCOMETER
Horse Power	Bore and Stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting Device	Ignition System	Carburetor	
42	4x5	4	4	1500	570	Pressure..	Planetary..	American Bosch	American Bosch	Schebler	
50	3½x4½	6	4	1800	690	Pressure..	Planetary..	American Bosch	American Bosch	or	
68	3½x4½	8	4	1800	790	Pressure..	Planetary..	American Bosch	American Bosch	Zenith	
75	3 3/16x4½	8	4	1800	790	Pressure..	Planetary..	American Bosch	American Bosch		

The Buda Company Harvey, Ill.												
Model	Power	Stroke	Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse Gear	Starting Device	Ignition System	Spark Plugs	Carburetor
BM-6.....	50-80	4x5 $\frac{1}{2}$	6	4	1500	975	Force Feed....	Joe's	Bosch.....	Bosch.....	A.C.....	Schebler or Zenith
BM-6.....	70-100	4 $\frac{1}{2}$ x6	6	4	1400	1375	Force Feed....	Joe's or	Bosch.....	Bosch.....	A.C.....	.....
BM-6.....	35-50	3 $\frac{1}{2}$ x4 $\frac{1}{2}$	6	4	1800	.....	Force Feed....	Paragon	Bosch.....	Bosch.....	A.C.....	.....
BM-6.....	40-55	3 $\frac{1}{2}$ x5	6	4	1800	.....	Force Feed....	.....	Bosch.....	Bosch.....	A.C.....	.....

Buffalo Gasolene Motor Co. 1280-1290 Niagara Street, Buffalo, N. Y.												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
B.A.....	30	3 $\frac{1}{2}$ x5	4	4	1600	690	Circul. Splash.....	Master..	Bosch.....	Bosch Magneto	Champion	Zenith
S.....	20	3 $\frac{1}{2}$ x5	4	4	1000	A-560 1-710	Circul. Splash.....	Master..	Leece-Neville	Bosch magneto	Champion	Schebler
M.V.....	30	4 $\frac{1}{2}$ x5	4	4	1000	A-745	Circul. Splash.....	Master..	Leece-Neville	Bosch magneto	Champion	Schebler
C.M.....	60	5 $\frac{1}{2}$ x7	4	4	900	A-1430 I-1730	Pressure Feed Cir- lating	Master..	Leece-Neville	Bosch magneto	Champion	Schebler
C.E.....	80	6 $\frac{1}{2}$ x9	4	4	800	A-2100 I-2600	Pressure Feed Cir- lating	Master..	Leece-Neville	Bosch magneto	Champion	Schebler
P.P.....	12	5x6 $\frac{1}{2}$	2	4	400	1170	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
I.....	15	6x7 $\frac{1}{2}$	2	4	350	1400	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
K.....	22	7x9	2	4	350	2100	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
P.P.P.....	24	5x6 $\frac{1}{2}$	4	4	400	1960	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
J.J.....	30	6x7 $\frac{1}{2}$	4	4	450	2525	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
K.K.....	45	7x9	4	4	450	3655	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
M.K.K.....	50	7 $\frac{1}{2}$ x9	4	4	450	3800	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
K.K.K.....	70	7x9	6	4	450	4850	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
M.K.K.K.....	80	7 $\frac{1}{2}$ x9	6	4	450	5100	Manzel Mech. Oilier	Own.....	Leece-Neville	Bosch magneto	Champion	Schebler
W.....	100	10x12	4	4	300	8300	Manzel Mech. Oilier	Own.....	Leece-Neville or air starter	Bosch magneto	Champion	Schebler
W.W.....	150	10x12	6	4	300	12,800	Manzel Mech. Oilier	Own.....	Leece-Neville or air starter	Bosch magneto	Champion	Schebler
R.....	200	5 $\frac{1}{2}$ x7	6	4	1400	A-2035 I-2600	Pressure Feed Cir- lating	Master..	Leece-Neville	Bosch magneto	Champion	Stromberg

Du Brie Marine Motors, 5626 McGraw Ave., Detroit, Mich.												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse Gear	Starting Device	Ignition System	Spark Plugs	Carburetor
.....	5	3 $\frac{1}{2}$ x4	1	4	900	165	Splash	Joe's.....	Hand.....	Wico Magneto.....	.....	Holley

America's Leading Marine Engine Builders

C. N. Cady Co., Inc. Canastota, New York													CADYFORD
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
2.....	1½	3x2½	1	2	100	45	In fuel....	.....	.....	Own.....	.....	Schebler or Monarch
3.....	3	3½x3½	1	2	700	90	In fuel....	.....	.....	Own.....	.....	Schebler or Monarch
6.....	6	3½x3½	2	2	700	140	In fuel....	.....	.....	Own.....	.....	Schebler or Monarch
8.....	8	4½x4	2	2	700	140	In fuel....	.....	.....	Own.....	.....	Schebler or Monarch
4.....	4	4½x4	1	2	700	205	In fuel....	.....	.....	Own.....	.....	Schebler or Monarch
D.....	12-16	3 25/32x4	4	4	700	317	Splash....	Own..	Hand or electric..	Bosch.....	.....	Holley
O.....	12-16	3½x4	4	4	700	300	Splash....	Own..	Hand or electric..	Atwater Kent or Bosch	.....	Holley
E.....	12-16	3½x4	4	4	700	325	Splash....	Own..	Hand or electric..	Atwater Kent or Bosch	.....	Holley
OUMA. 20-25	3½x4	4	4	4	1500	400	Splash....	Own..	Hand or electric..	Atwater Kent or Bosch	.....	Zenith or Schebler
OMZC.. 30	3½x4	4	4	4	2000	350	Splash....	Own..	Hand or electric..	Atwater Kent or Bosch	.....	Zenith or Schebler

Caille Perfection Motor Co. 6210 Second Boulevard, Detroit, Mich.											CAILLE
Horse Power	Bore and stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Carburetor	
2½.....	3¼x3½	1	2	800	125	In fuel.....	.....	.....	.....	Schebler
4.....	3½x3½	1	2	800	150	In fuel.....	.....	.....	.....	Schebler
6.....	4¼x4¼	1	2	800	200	In fuel.....	.....	.....	.....	Schebler
8.....	4¼x4¼	1	2	800	250	In fuel.....	.....	.....	.....	Schebler
10.....	3½x3½	1	2	800	280	In fuel.....	.....	.....	.....	Schebler
12.....	3½x3½	1	2	500	335	In fuel.....	.....	.....	.....	Schebler
14.....	3½x3½	1	2	850	220	In fuel.....	.....	.....	.....	Schebler
16.....	4¼x4¼	2	2	750	350	In fuel.....	.....	.....	.....	Schebler

Carlyle-Johnson Machine Co. Manchester, Conn.												BUD-E
Model	Horse power	Bore and Stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Carburetor	
Bud E.....	5	3x3	2	2	1200	120	In fuel.....	Carlyle-Johnson	Hand.....	Magneto.....	Schebler	

Consolidated Shipbuilding Corp. Morris Heights, New York, N. Y.													SPEEDWAY
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
Z.....	44	4½x5½	4	4	1200	950	Splash.....	Speedway.....	Bijur.....	Bosch.....	Rajah.....	Kingston	
M-4.....	75	5¼x7	4	4	1000	1850	Pressure.....	Speedway.....	Bijur.....	Bosch & Delco.....	Rajah.....	Stromberg	
M-6.....	150	5¼x7	6	4	1200	1900	Pressure.....	Speedway.....	Bijur.....	Bosch & Delco.....	Rajah.....	Stromberg	
M-8.....	200	5¼x7	8	4	1200	2350	Pressure.....	Speedway.....	Bijur.....	Bosch & Delco.....	Rajah.....	Stromberg	
MR-6.....	180	5¼x7	6	4	1300	2200	Pressure.....	Speedway.....	Bijur.....	Bosch & Delco.....	Rajah.....	Stromberg	
P.....	115	6¼x8½	6	4	600	4800	Pressure.....	Speedway.....	Bijur.....	Bosch & Delco.....	Rajah.....	Stromberg	
R.....	300	7 x8½	6	4	1200	4000	Pressure.....	Speedway.....	Bijur.....	Bosch & Delco.....	Rajah.....	Stromberg	
H.....	250	11 x12	6	4	450	11,400	Pressure.....	Reversible.....	Air.....	Bosch.....	Rajah.....	Stromberg	

James Cunningham, Son and Co.												CUNNINGHAM
Rochester, N. Y.												
Horse power	Bore and stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor	
100.....	3½x5	8	4	2100	1150	Pressure.....	Jos.....	Delco.....	Delco.....	Champion.....	Stromberg	

Detroit Marine Aero Engine Co. 409 Connecticut Avenue, Detroit, Michigan												DETROIT-MARINE
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
F-6.....	300	6.3x7.09	6	4	1650	.....	Press.....	Joes.....	Gar Wood.....	Delco.....	Champion.....	Zenith
D-M 4.....	125	5x7	4	4	1800	900	Press.....	Cross.....	De Jon.....	Delco.....	Champion.....	Zenith
D-M 6.....	200	5x7	6	4	1800	1100	Press.....	Cross.....	De Jon.....	Delco.....	Champion.....	Zenith

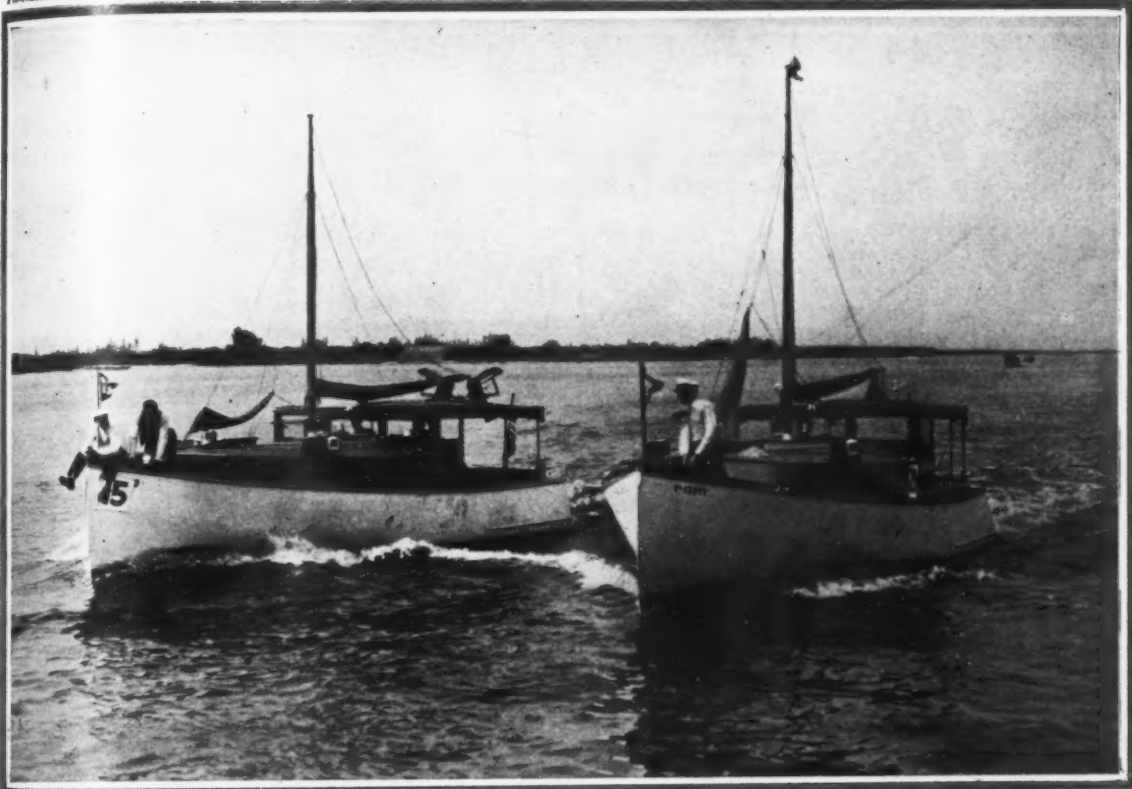
Erd Motors Corporation Saginaw, Mich.													ERD
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
S-4.....	20-42½	3¼x5	4	4	1000-2100	625	Force feed...	Paragon...	Auto-Lite...	Atwater-Kent or Robt Bosch magneto.....	Champion...	Stromberg	

Elco Works Bayonne, New Jersey												ELCO
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
F4	50	4¼x6	4	4	1600	1300	Pressure.....	Own.....	Electric.....	Delco & .....	.....	Stromberg
F6	94	4¼x6	6	4	1600	1800	Pressure.....	Own.....	Electric.....	Splitdorf.....	.....	Stromberg

Evinrude Motor Company Milwaukee, Wis.													EVINRUDE
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	Port	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
CC Inboard.....	2	2½x2½	1	2	2	900	45	In fuel.....	.....	Own.....	Magneto.....	Champion.....	Evinrude
DD Inboard.....	5	2½x2½	2	2	3	1500	70	In fuel.....	.....	Own.....	Magneto.....	Champion.....	Evinrude
DDR Inboard.....	5	2½x2½	2	2	3	1500	85	In fuel.....	Carlyle.....	Own.....	Magneto.....	Champion.....	Evinrude

The Frisbie Motor Company 7 College Street, Middletown, Conn.													FRISBIE VALVE-IN-HEAD	
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor		
S.....	20	4x5	4	4	750	850	Pressure.....	Paragon.....	Bosch.....	Bosch.....	A. C.....	Schebler		
FA.....	7	4½x5	1	4	750	400	Gravity.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
FC.....	10	6x6	1	4	700	560	Gravity.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
FE.....	14	4½x5	2	4	700	525	Force feed.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
FF.....	40	4½x5	4	4	1200	925	Force feed.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
FM-2.....	60	6x6	4	4	900	1400	Force feed.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
TM-2.....	28	6x6	2	4	750	1375	Pressure.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
TM-4.....	75	6x6	4	4	900	2150	Pressure.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		
TM-6.....	115	6x6	6	4	900	2750	Pressure.....	Paragon.....	Leece-Neville.....	A. K. & Bosch.....	A. C.....	Schebler		

(Continued on page 96)

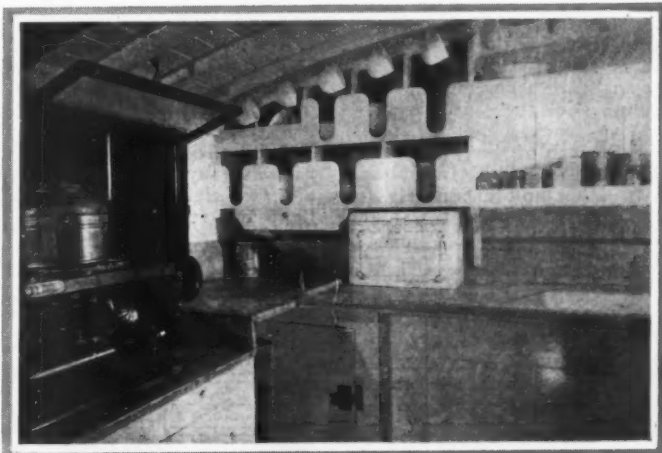


A pair of the 38 foot Matthews standardized cruisers which competed in the racing for these boats at Palm Beach

Matthews Cruisers *Popular in South*

Many New Standardized Cruisers Dominated the Boating Activities of Northern Yachtsmen During Their Florida Stay

AMONG the many different types of standardized cruisers available to the yachtsmen today, none seems to have struck the fancy of the boating public in quite the same way as the 38-foot Matthews cruisers built at Port Clinton, Ohio. These boats have taken such a hold that the builder has been compelled several times to increase his capacity, and is now turning these boats out at a rate approaching two a day. These boats are sturdily built seaworthy cruisers, 38

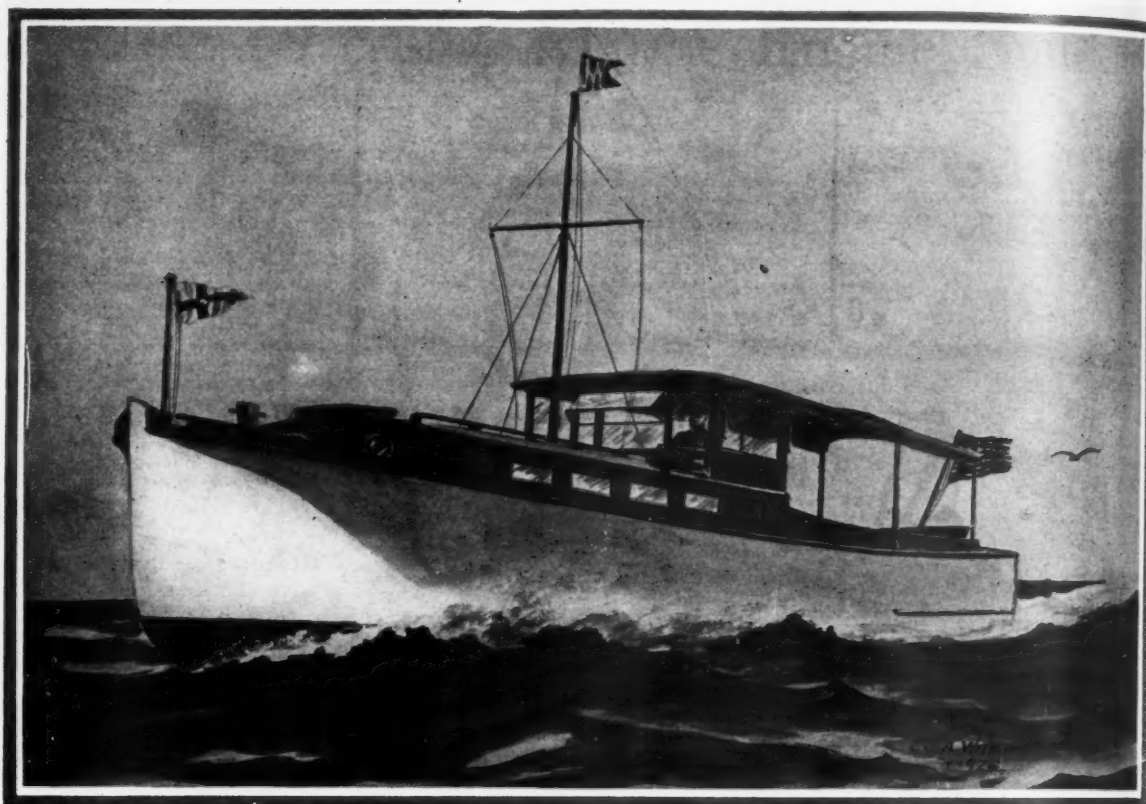


The galley is well arranged, and inviting

feet in length, with a beam of 11 feet. This provides an unusually large and comfortable amount of space throughout the boat. The arrangement takes full

less engine can be installed. Fuel tanks are of copper. 77 gallons capacity. All planking throughout is of solid mahogany, copper fastened to the frames.

advantage of the space, and provides in the main cabin a pair of upper and lower berths with wide, comfortable backs. An unusually large toilet room is in the extreme bow, with a galley amidships just forward of the cockpit. In the galley is a rack for the dishes, and food stores, as well as the usual sink and a three burner stove. The power plant carried is the six cylinder Kermath engine of 70 odd horse power, or in cases where more speed is desired, a more powerful Peer-



Outboard view of the J. W. 38 shows it to be a sturdy and well proportioned cruiser

The J.W. Thirty Eight

A Standardized Trunk Cabin Cruiser Designed and Built to Meet the Most Exacting Demand of the Critical Yachtsman

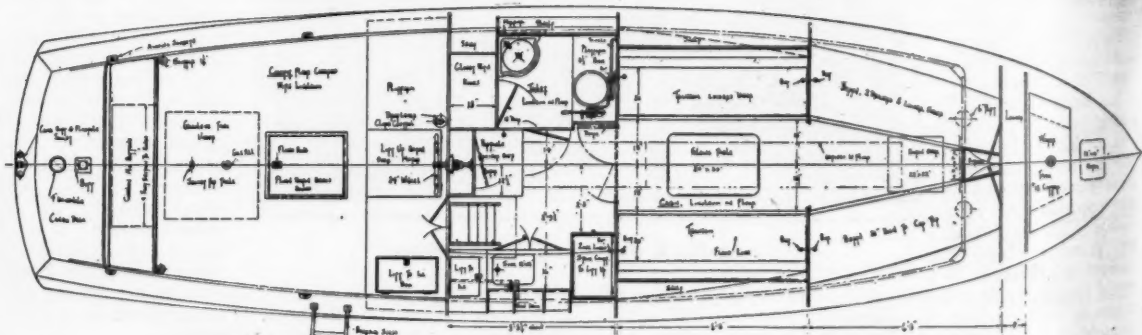
JOHN WANAMAKER, the New York merchant, has gone into the motor boat business. He is preparing to offer to the yachting public a thirty-eight foot trunk cabin cruiser, which is one of the most popular types today. This boat arranged to accommodate from six to eight people, and suitable for the most extensive cruising will be the nearest approach to home comfort and convenience possible in a length of thirty-eight feet.

The boat was designed by Eldredge and McInnis, naval architects in Boston, and will be built exclusively for the John Wanamaker stores, by the American Car and

Foundry Company. The combined ability of both companies assures the success of this craft.

Its splendid proportions make it a seaworthy and safe boat that can be navigated under all conditions. Prominent features are the ease of handling, and the abundant power and speed possible with the Hall-Scott six cylinder, 100 h. p. marine engine.

The hull is of the round bilge type, with trunk cabin of mahogany, fitted with eight large jump sash windows, and two eight inch port holes, affording the utmost in light and ventilation.



Plan of the cruiser showing the interior arrangement of cabin and cockpit spaces



Scrape



Remove



Sand

New Boats for Old with Valspar

SPRING days are here—busy days for proud boat-owners! Scraping, sanding, painting—there's a lot of work to be done before the "pride of your heart" is ready to glide into the water, bright and shining in her new dress.

When it comes to refinishing you might well follow the example of leading yachtsmen and boat-builders the world over, who invariably use Valspar because they know that Valspar is the water-proof, weather-proof and wear resisting varnish.



Varnish

(Use Clear Valspar)



Bronze

(Use Valspar Bronze Bottom Paint)

Photos by M. Rosenfeld, N. Y.



Paint

(Use Valentine's Yacht White)

Largest Manufacturers of High-Grade Varnishes in the World

This coupon is worth 20c to \$1.60

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I enclose dealer's name and stamps—20c for each sample can checked at right. (Only one sample of each product supplied at this special price. Write plainly.)
Valspar Instruction Book with Color Charts, 15c extra.

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Yard and Shop

Notes of Interest to Both Owner and Manufacturer

Small Boat Binnacle

A NEW type and style binnacle compass has been developed by the Kelvin & Wilfrid O. White Company of Boston and New York, which takes the form of a heavy brass standard, so arranged as to be quickly removable and safely put away in the intervals when the boat is not in service. It is arranged to set in the usual compass position, or it can be set on the steering standard or column. The compass has a four inch card floating in spirit liquid, but by means of a magnifying lens in the bezel, it is enlarged to the equivalent of a six inch card. A very small electric light operating from a single dry cell is also fitted for use at night. The whole outfit is very compact, as well as being useful and ornamental.

Valuable Trophies Stolen

Word has been received from the Regatta Committee of the Philadelphia Yacht Club that two of the most valuable motorboating trophies in competition today were stolen from the club house in Philadelphia some time during the night of February 26. These were the James Craig cruiser trophy, which was won last year by the cruiser Jeanne II, owned by Wayne Barker, in the race from Philadelphia to Manhasset, while the other was the Express Cruiser Championship Trophy won by Commodore A. B. Cartledge, with his express cruiser Diana. Both these trophies were perpetual prizes presented by the National Association of Engine and Boat Manufacturers, and raced for under Deeds of Gift, which placed the cups in the custody of the American Power Boat Association. It seems strange that these trophies should attract thieves, since there is no way of deriving any benefit from their possession other than by



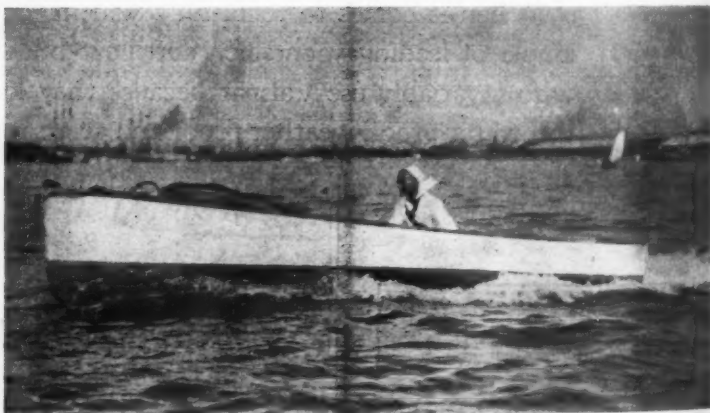
The standard Johnson outboard engine as fitted with the new Maxim silencer. This addition to these engines increases the pleasure in their use tremendously, by cutting down the noise on both the exhaust and intake

destroying them for the precious metals they contain. Their value as trophies was very high, and their loss will serve to stop the competition in the two classes which they represented.

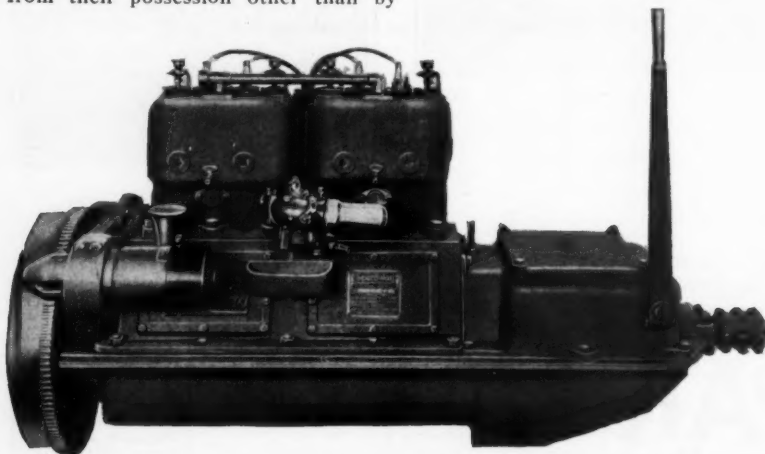
The local police authorities and representatives of the Insurance Companies are conducting investigations into the theft, and hopes are held out for the recovery of the trophy.

New Marine Broadcaster

The marine broadcasting station WRMU operated by the A. C. Grebe Company of Richmond Hill, is being transferred to an entirely new boat, which is now rapidly nearing completion at the American Car and Foundry Company's yard at Wilmington, Del. This boat will be one of the new 47 foot ACF cruisers, fitted with a six cylinder Hall Scott engine, operating a propeller through a reduction. The broadcasting equipment will be entirely new and more powerful than in the case of the sta-



The smart little runabout Katy-Did, owned by Cecil B. de Mille. The boat is powered with a little Gray model Z engine, which turns a 14 inch propeller at 1,700 revolutions, and drives the boat 16 miles



The model K Speedway engine of 22 to 28 h. p. which is now again being built by the Consolidated Shipbuilding Corporation. Production on this engine had been stopped for some time, and the new model will prove popular as ever.

tion last year, and Douglas Rigney who will be in charge of this boat expects to keep the world informed on the results of motorboating contests and regattas along the entire coast. It is planned to take the boat to Bermuda during the time of the race from New London, and it will be again one of the features at the Gold Cup Regatta in Manhasset Bay in August.

Syracuse to Have Boats

A novelty to the business people of Syracuse will be a motor boat show room and service station, which is to be opened there, under the name of Gage & Glahn, Inc., at 930 S. Salina Street. As a result of an exhibition of boats at a recent automobile show, it was found that a considerable de-

(Continued on page 70)

China is the Sine Qua Non of Yachting Hospitality

WHEN the mess pennant is flying in the halyards and the guests tumble down the hatch to brace up the innerman, what kind of china greets their eyes as they gather 'round the festive board?

Of course, with a good sea-going appetite, it may be urged that they'd enjoy food from a saucepan, but a yacht with any claim to smartness should,

to be properly equipped, have its own flags on its own china.

If that were very expensive, there would be some excuse for not having it, but the cost is very reasonable. At Ovington's you can get a dinner set for six, emblazoned with your club and yacht flags, for as little as \$100. There are other sets, at higher prices, depending upon your choice of design.

OVINGTON'S
"The Gift Shop of Fifth Avenue, Inc."
Fifth Avenue at 39th Street



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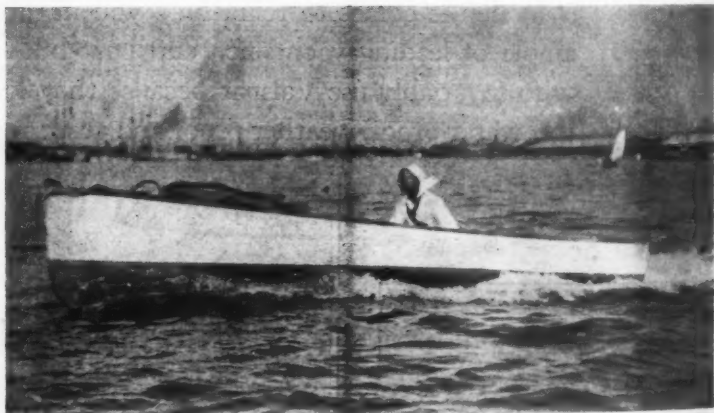
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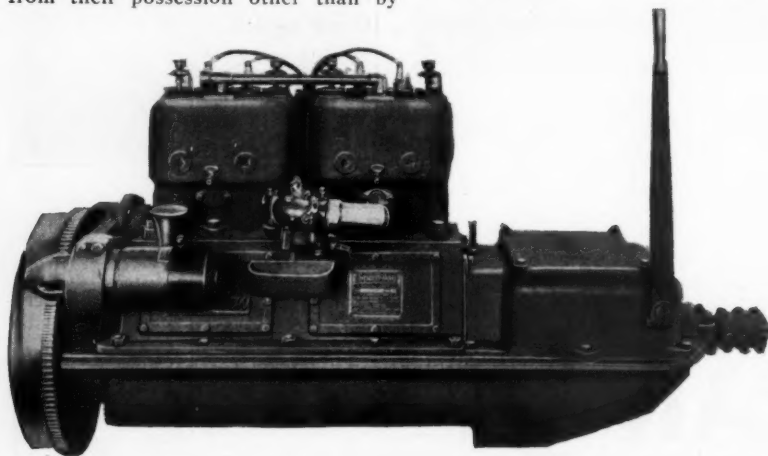
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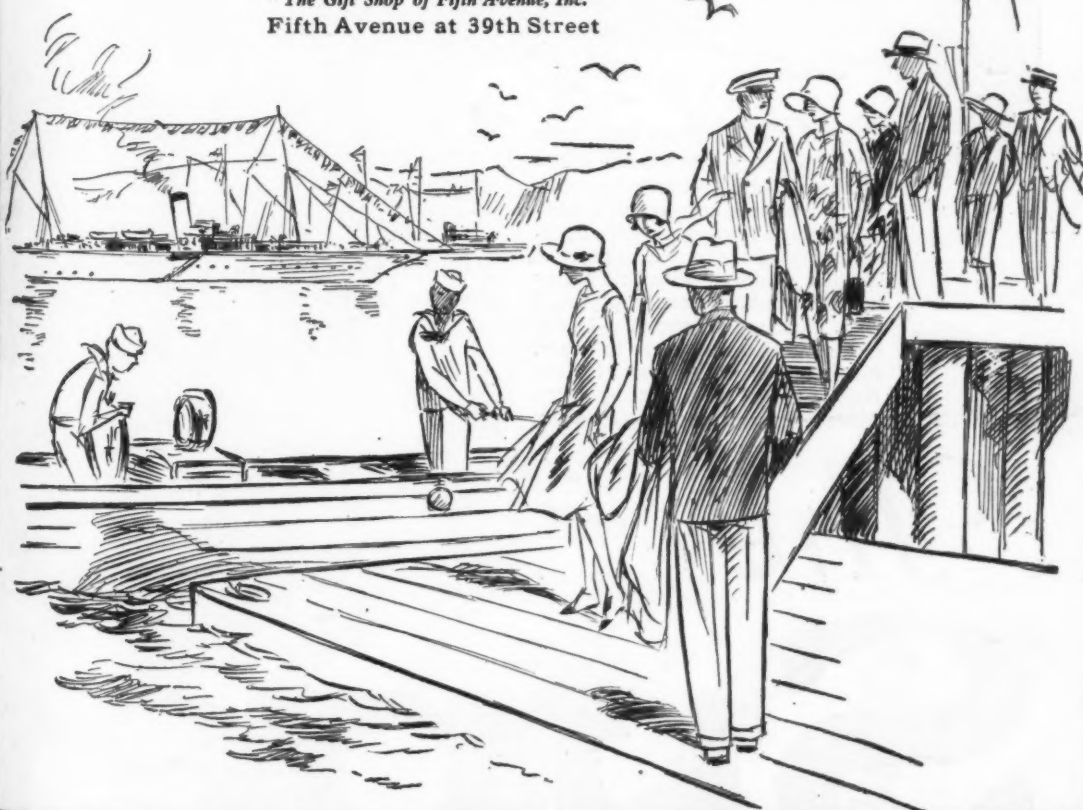
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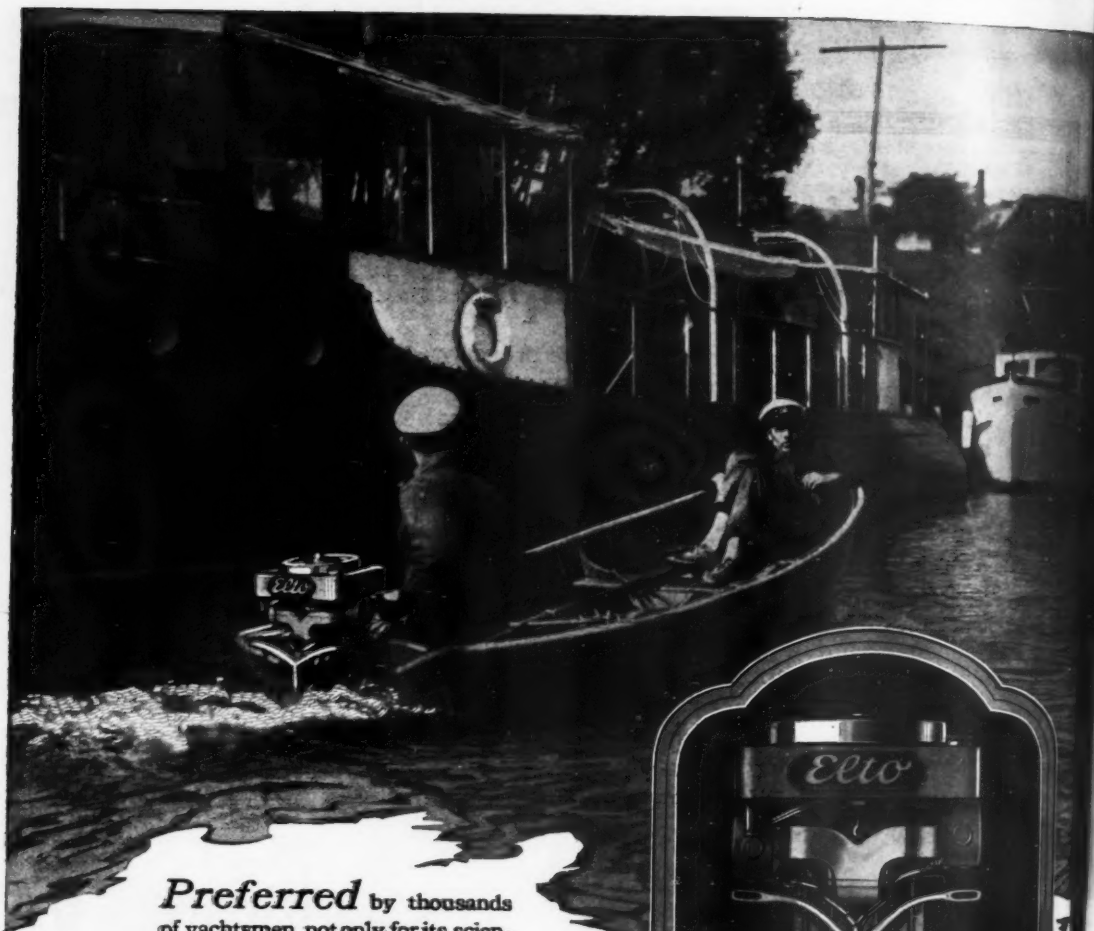
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OVINGTON'S
"The Gift Shop of Fifth Avenue, Inc."
Fifth Avenue at 39th Street





Preferred by thousands of yachtsmen, not only for its scientific combination of amazing power with portable light weight—but because every feature is solidly in accord with approved marine practice. Rudder steering, with full motor and tiller control from any part of boat. Exclusive Propello-Pump—no mechanical parts to wear. Silent underwater exhaust. New Super model develops $\frac{1}{3}$ more power—no increased weight.

Send for Catalog.



Designed &
Built by
Ole Evinrude

The Super



Easy Starting? —How Easy?

THE Super Elto starts with a quarter turn flip of the flywheel. You can start the Elto while sitting down! No need of standing or balancing in the boat, or kneeling. That's how easy the Elto starts!

Never a need to spin the flywheel, or crank over compression. The Elto's flywheel movement has nothing to do with generating the spark — merely draws gas into cylinders, and acts as a trigger, through the Atwater-Kent Unisparker, releasing the ever-ready intensely hot spark.

Because you do not spin or "crank" the flywheel over compression the flywheel "flip" that starts the Elto

is merely a movement of wrist and forearm! Not a matter of strength — no manual labor — actually a finger-tip job! Any young girl can do it! No cranking devices required!

And here is real marine ignition — water-proof to the final degree! The whole ignition system of the Elto, Columbia Hot Shot battery and coil, can be submerged in water for days—with no effect on motor operation. No matter how soaking the rain or spray the Elto always starts — runs!

Be sure of this — that the service and pleasure from your outboard will be in direct proportion to its easy, certain instant starting!

Send for the New Elto Catalog. Beautifully illustrated, intensely interesting — and a real guide to outboard motor values. Write for it today!

ELTO OUTBOARD MOTOR COMPANY, Ole Evinrude, President
Dept. F Manufacturers Home Building Milwaukee, Wisconsin

"Starts with a quarter turn"

Elto

A3193-DPM

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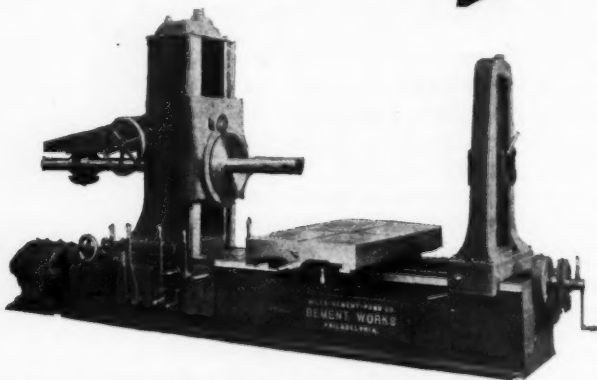
mand exists, and it will be filled from the stocks of cruisers, small boats, outboard engines, as well as parts and accessories which will be kept on hand at all times by the new company. A boat house and service station will also be provided at South Bay, so that direct contact can be had with all the boating interests.

Chicago Brokers Move

Yachting and boating in Chicago are on the upward trend to such an extent that the quarters occupied by the Henry C. Grebe Company, Chicago, have proven too small for the business. Larger quarters have been taken in the Wrigley Building in Chicago, at 400 North Michigan Avenue. These new quarters overlook the Chicago River and Yacht Harbor. The new telephone number at this address will be Superior 0806.

An Improved Bailer

The problem of removing bilge water from boats has always been



The requirements for increased production of the new Globe engine, have prompted the installation of the monster Duplex control borer, driller, and miller, illustrated. The Johnson Motor Products Company state that this machine will do any of the complex operations required in turning out the new engines

an annoying one and frequently a messy one also. Improvements in this direction have been effected by the introduction of automatic bailers, which operate by the suction created by the forward motion of the boat. However, the older form of these accessories was not entirely satisfactory in some ways, and the defects had been remedied in the new T. B. S. Automatic Self Bailer, manufactured by the Schweitzer Automatic Bailer Company, Highlands, N. J., and will be distributed by W. & J. Tiebout, N. Y. This accessory is arranged so that it will operate at a speed of seven miles or over, and will keep the bilge entirely clear all the time. They are made of brass, with ample strength in all details. A powerful spring controlled shut-off valve stops any possibility of water entering at such times when the device is not in use or when the boat is standing still.

RACING EVENTS FOR 1926

June 27—Colonial Yacht Club, New York, Bear Mountain Handicap Race for Cruisers.
July 3, 4, and 5—Mississippi Valley Power Boat Association Annual Regatta.
July 18—New York Athletic Club, Long Distance Cruiser Race to Block Island.
August 7 and 8—Annual Regatta, Miles River Yacht Club, St. Michaels, Md.
August 21, and 22—Gold Cup Regatta, Manhasset Bay, N. Y.
August 21—Cruiser Championship of America, Manhasset Bay to Stratford Shoal.
September 4, 5, and 6—Regatta at Detroit, Mich.
September 11 and 17—Philadelphia, Pa., Sesqui-Centennial Regatta.
September 12—Sheephead Bay Yacht Club, Annual Ocean Race for Cruisers.
September 18—Corinthian Yacht Club, Washington, D. C.



The T. B. S. automatic bailer so arranged that it will operate at a speed of seven miles or better. They are being made by the Schweitzer Automatic Bailer Company, and will be distributed by W. & J. Tiebout, New York.

The bailer can be put in and out of service quickly and without soiling the hands. In order to accommodate varying thicknesses of the bottom planking or boat's construction, they are being built to accommodate from $\frac{3}{4}$ to $3\frac{1}{2}$ inches of bottom thickness.

Boston Firm Expands

A branch office of the Walter H. Moreton Corporation of Boston, has been opened at 42 Franklin street, Providence, R. I., under the management of Albert F. Waterman. In addition to this the Boston office has recently taken new quarters at 1043 Commonwealth Ave., where boats and accessories will be impressed on New Englanders. The 38 foot Matthews cruiser will be one of the headliners in the show room, and particular attention will be given to all standardized boats.

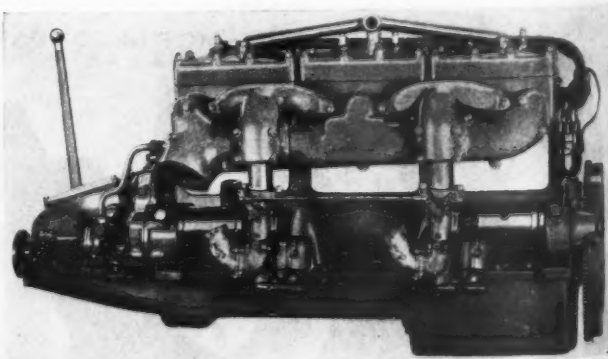
It is planned to display runabouts and cruisers for easy inspection, and have boats for demonstration in the waters nearby.

Lockwood Ash Motors to Greenland

The University of Michigan Greenland Expedition under the direction of William H. Hobbs, head of the Department of Geology, has selected two L-A Twin Outboard Motors for use on Mullins Steel Boats at Holstensborg District of Greenland (on Davis Strait) where the Expedition will make headquarters for more than a year. The motors and boats will be used for maintaining communications between the Settlement of Holstensborg and the real base which will be some 45 miles distant.

The satisfactory performance of a Lockwood-Ash motor used last season suggested the choice

(Continued on page 95)

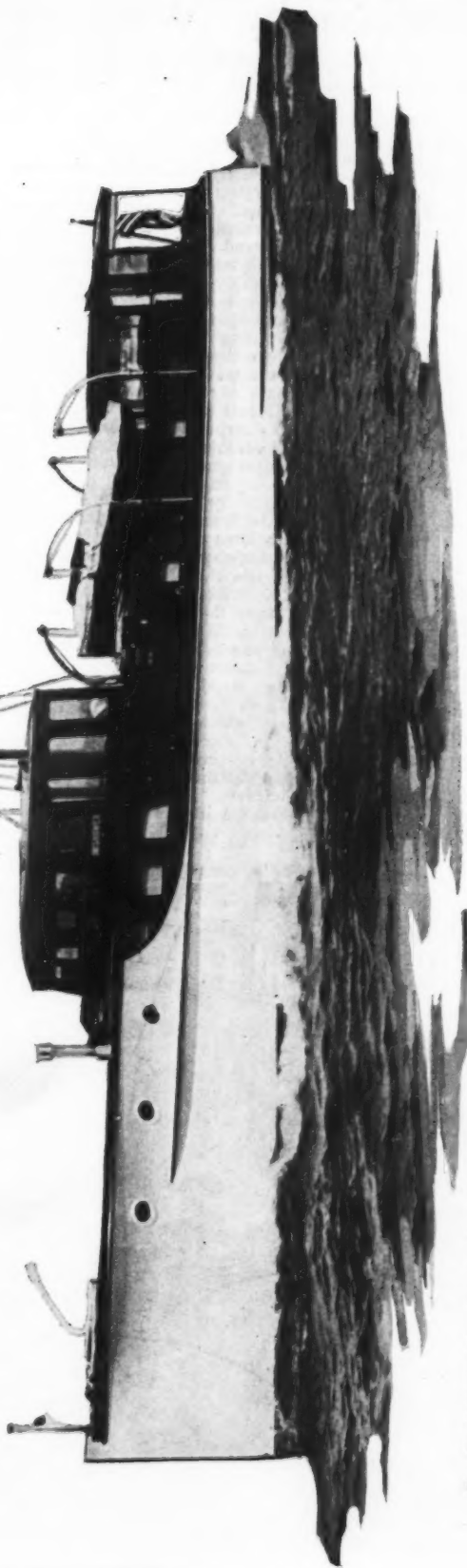


The new F-6 Junior Gold Cup Scripps engine, designed particularly as the power plant for the racing class of this name. It is being used as standard equipment in the Hacker Dolphin and Baby Dolphin runabouts

FIRE HAZARD ELIMINATED

FUEL OIL USED

Instead of Gasoline



A DOUBLE planked hull 65' x 12'9" embodying, like the above Maybach boat, the finest materials and workmanship, can now be powered with DIESEL ENGINES.

The MAYBACH ZEPPELIN new lightweight, high-speed, full air injection DIESEL ENGINE Developing 150 H.P., weighs but 18 lbs. per H.P., and is of such small

dimensions and light weight that a single or twin installation can be used in a boat of this size.

This engine is as flexible as a gasoline engine and can be throttled throughout a range of speeds from 1300 to 300 r.p.m.

WEIGHT OF MOTOR 2650 LBS.

MAYBACH MOTOR CO.

F. W. von MEISTER, General Agent
578 Madison Avenue, New York

Across America by Motor Boat

(Continued from page 37)

at the hotel, while Mr. Woodbury anchored out to sleep aboard the boat.

Early next morning we found a strong off-shore wind blowing. Wilton and I breakfasted, and then went to the dock where we had to splash stones in the water around Transcontinental before we succeeded in breaking out the Watchman aboard the boat. Somebody had to stay with the boat, so the cameraman and I went aboard, while Val went ashore for his breakfast. That morning we learned another lesson about Great Lakes weather, and that was that lee shore breezes are just about as bad as open water winds on these notoriously choppy inland fresh water seas. Shoving off across Sleeping Bear Bay in the direction of Good Harbor Point it was necessary for us to go about four miles off shore for a run of six miles. Two miles off shore the lake was just as rough as if the same breeze had been coming straight across from Wisconsin.

Rounding Good Harbor Point we faced a run of twelve miles of open water eight miles off shore, taking the sea half astern and half on our starboard beam. That run was anything but a picnic, or a tonic for unsteady nerves. The sea became almost as rough as we'd had it the morning before, except that the waves were shorter and choppiest. They seemed to be about twelve feet high, and about six feet apart, coming from nowhere in particular, but all fighting each other, and trying to get aboard. The sea was just enough astern of us to send us continually yawing off our course, and to keep Mr. Woodbury playing an imitation game of roulette at the steering wheel. We yawed all the way across Good Harbor Bay, and began running for Cat Head Point on a twenty-mile course that took us about ten miles off shore. Long before we got there we came to the conclusion that there was a bit more sea running than we had any business to be out in. We were playing hookey from Davy Jones' Locker if we attempted to go on, but there didn't seem to be anything indicated on the chart that looked like a place where we could run for cover. The village of Leeland with a miserable shallow little harbor formed by two old wooden breakwaters running out from the estuary of a tiny river, appeared to be our only chance. We were equipped with a large sea anchor that was fitted with a most ingenious device for spraying oil upon the

troubled waters. With this anchor we knew we could heave to, and ride out almost any storm that ever blew, but the shifting of the wind to an inshore breeze vanquished that as a feasible possibility. If we hove to it would be only a matter of time before we'd be on the beach, and in worse trouble than in the open water.

Trying to get into Leeland's little duck pond of a harbor seemed to be our only chance, so at two o'clock in the afternoon we altered our course and began heading for Leeland. This put the sea squarely astern of us, compelling us to take the weather upon the part of the boat most vulnerable to swamping, or putting our power plant out of business. The wind was increasing in violence every minute. Mountainous waves began spanking us from astern with frothing rooster tails of white water frequently climbing over the motor and coming aboard. As we yawed along over wave after wave there were times when scarcely any part of the motor except the flywheel was out of water. Several times the motor sputtered as water was sucked into the carburetor or the ignition parts were doused. It seemed incredible that any outboard motor could continue to run under such circumstances. Many times we thought it was going to quit, but it didn't. It would go almost completely under water as some monstrous waves smote us from astern, and would come up sputtering for air. But, it seemed to have a faculty of shaking the water out of its system somewhat like a dog emerging from a swim. It would miss a few shots, and then go on hitting on both cylinders with clocklike regularity as we yawed off down the slope of the wave that all but drowned the motor as we were boosted over. Running before the sea as we were doing it was evident that we were traveling at prodigious speed. The distance to the shore decreased very rapidly, and presently we could make out the dim outline of the Leeland breakwater with field glasses. The use of field glasses under such circumstances is very difficult. It was impossible to hold the glasses on any object long enough to catch more than a fleeting glimpse of it.

All this time we were traveling like a surf board over the waves. When we got within a quarter of a mile of the shore it was obvious that we were traveling at something

(Continued on page 74)

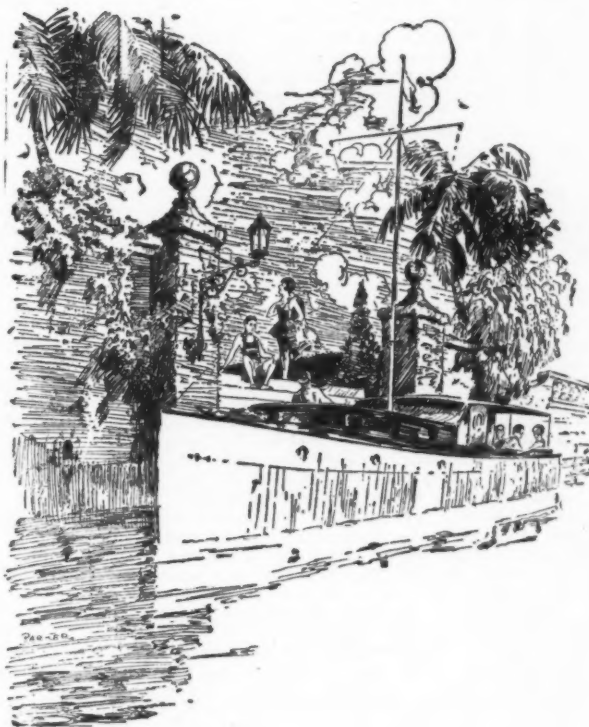


The attractive Florida setting which was used at the recent Motor Boat Show to display the Dodge Water Car. The boat was so mounted and surrounded by imitation water as to give the effect of a boat lying along side a dock, all ready to step into and sail away

A Tribute to Man's Resourcefulness

SUCH is VENETIAN ISLES as a development project. Biscayne Bay has always had its natural attractiveness, but Biscayne Bay has heretofore been largely unnavigable. The sheltered waters of this beautiful bay have been denying to those who would enjoy pleasure boating this privilege because of the shallow conditions prevailing over the greater portions of its expanse.

And now man's genius proposes, and is already proceeding to create in this beautiful body of water a two-fold benefit:



FIRST—The creation of islands that will make possible magnificent residential estates, delightful individual building lots, matchless hotel and apartment sites overlooking one of the most beautiful sheltered bodies of water anywhere in all the world, and

SECOND—By virtue of this great engineering feat, transforming a heretofore shallow, unnavigable bay into a delightful and altogether perfect yacht basin.

And included in this wonderful plan will also be two beautiful boulevard drives—the one, the Drive of the Campanili—with an adjoining park overlooking the waters of the bay itself, and the other of equal length—approximately 6 miles—through the center of the chain of islands.

VENETIAN ISLES merit your immediate investigation as an investor—providing you believe in buying something that is altogether different and supremely superior.

VENETIAN ISLES

Gems of America's Mediterranean

Miami—107 N. E. 2nd Ave.

Miami Beach—1622-A Alton Road

Across America by Motor Boat

(Continued from page 72)

like automobile speed. Of course we almost stood still when we wallowed down between the waves, but as we yawed off down the next slope we'd speed ahead until the motor simply couldn't hold the pace. As we slid down the long green slopes the engine would race until it sounded like an electric fan. In almost less time than it takes to tell it we covered the last quarter of a mile toward the shore. I took a look at the tiny opening between the two breakwaters with the sea pounding straight into it, waves going completely over the breakwaters, and realized that we were going to be lucky if we could hit the hole without crashing. I backed off on the motor throttle, but when I saw it apparently decreased our steering control, I reasoned that our chances for hitting the opening were best if the motor was given full speed ahead. With that I gave CLARK all he had, and shouted to Wilton who was at the wheel to steer for as near the middle of the opening as he could possibly go. The white sand bottom of the lake was flying under us, and the tops of the ground swells were tumbling aboard as we bore down upon the narrow channel—seemingly at express train speed. We yawed sideways down a huge swell. Wilton put the wheel hard over to the right, but the boat refused to change her course. We did the last hundred yards, it seemed, in nothing flat, and were heading almost broadside for the end of the breakwater to the right of the opening. "Hold her over, Frank—we're not going to make it," I called out to Wilton. But, the cameraman was holding her over. He had the wheel over as far as it would go before the boat began to respond, and we shot around the end of the breakwater in a cloud of white spray—missing the end of the rock-ballasted piling by no more than six feet. We touched bottom twice as we shot around in a sweeping circle within ten yards of the beach. Our bow climbed back through boiling surf, and in another minute we were heading for the open lake.

Once out in the open lake again we realized that we had come within a hairbreadth margin of ending the transcontinental cruise right there. Had we struck the breakwater at the speed we were traveling the boat would have gone to pieces like a pane of glass dropped on a concrete sidewalk. The pieces of the boat and our equipment would have been strewn along the beach, and the chances are that Wilton and Woodbury would have been killed by the impact. Sitting in the front end of the boat as they were, they'd have been dashed to death, or run through with pieces of lumber just as many an aviator has perished in the crumpled fuselage of a fallen airplane. Being in the stern of the boat, it is possible that I might have made a long jump, either for the pierhead or the open water. In any event, six feet closer and our chances would have been uncertain indeed.

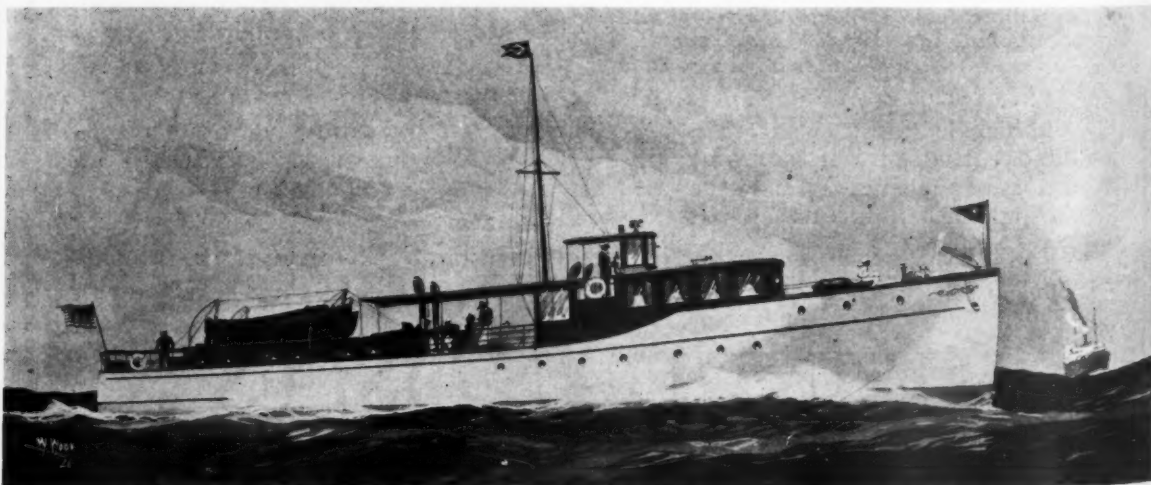
When we were out in the open water once more the motor was still shooting on both barrels as if it never knew how

to do anything else. The lake was still getting rougher, and we were being unmercifully pounded, but anything seemed preferable to a second tampering with the jack pot from which we'd just emerged. We cruised on out into the lake trying to decide whether we should attempt to run around Cat Head Point into Northport Bay, beach the boat, or make another try for Leeland. Our chances for getting around Cat Head Point without swamping were decidedly precarious. If we attempted to beach through the surf that was running, we'd probably damage the boat to be laid up indefinitely for repairs. On the other hand, getting in between the breakwaters without hitting anything was a possibility. We decided to try it again. I throttled the motor to about half speed, which seemed to reduce the tendency of the boat to yaw off her course, and again we headed for the opening. Again we surf-boarded in with the waves, but this time the boat seemed responsive to the wheel. We came up squarely between the two breakwaters, and were heaved into the harbor on about three enormous waves. Although we got into an awful snarl of water where the current from the stream came in contact with the waves, we got through it, scraped bottom two or three times, and began bucking the current to the foot of the hydro-electric plant tail race at the head of the tiny bay. In another minute we were tied up at the landing barge, and with most of the town of Leeland waiting to give us a glad hand. Never in my life have I had more respect for any inanimate object than I had for that Evinrude Motor of ours at that moment. That motor had kept going when by all the laws of nature it should have quit. And, but for the fact that it DID keep going, and the high efficiency of the propeller method of steering, we certainly would not have been on shore with ourselves, boat, and outfit, all intact.

For the rest of that day, and all that night Lake Michigan continued on its rampage. The next morning, however, the wind had died down a bit. There was still plenty of sea running, but we decided to attempt the run of fifty miles to Petoskey. We knew we could expect rough going around Cat Head Point, and it seemed doubtful that we might safely cross Grand Traverse Bay. But, we decided to try it, shoving out of Leeland at 8:30 on Sunday morning.

Having anticipated rough going that day we certainly were not disappointed. The wind had shifted around to an offshore breeze again, but as we had to stay out several miles in the lake to keep clear of dangerous reefs, we got all the benefit of the weather quite as if the waves might have been rolling down from the North Peninsula of Michigan. Our cruise from Leeland to off Cat Head Point was a three hour wallow and dousing with the motor running at about half throttle, and the weather squarely upon our starboard beam. Cat Head Point seemed appropriately named, for when we finally got there the water in the vicinity was showing feline fury—teeth:

(Continued on page 132)



Vasanta one of the first new boats of the 1926 season designed and built by the Consolidated Shipbuilding Corporation of New York for G. M. Pynchon. She is 82 feet in length and powered with two 300 h. p. Speedway engines

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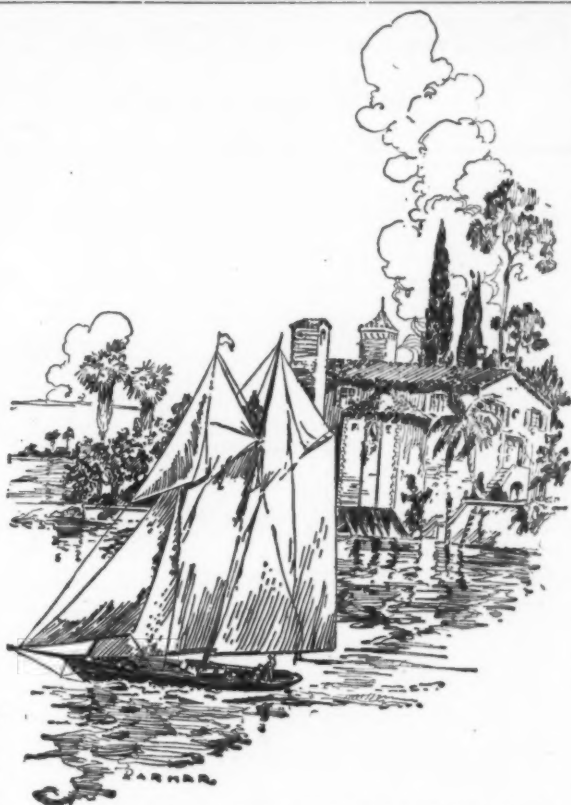
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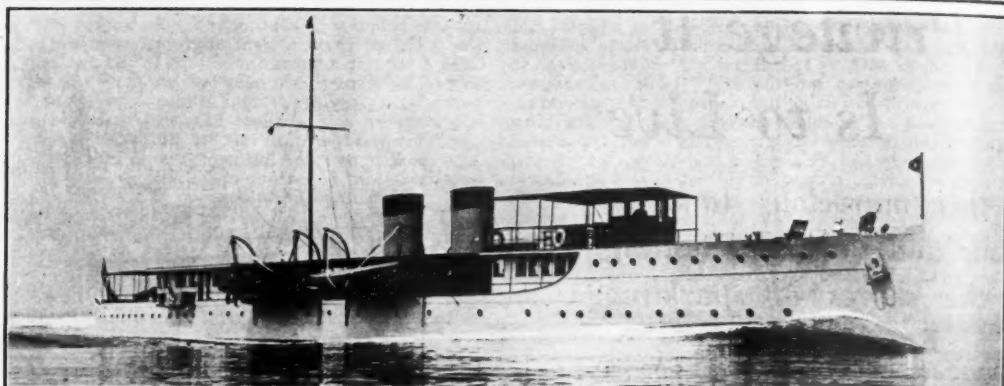
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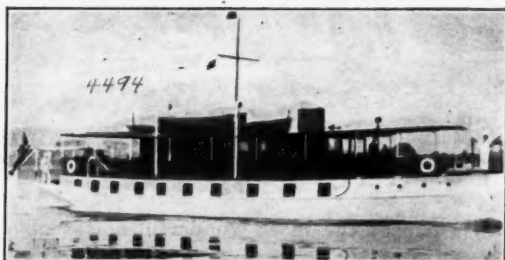
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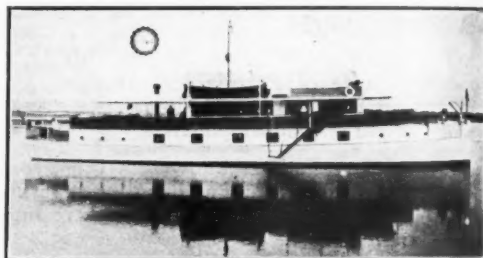
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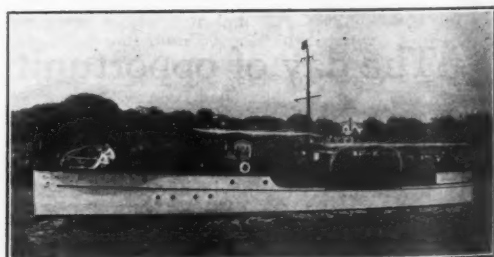
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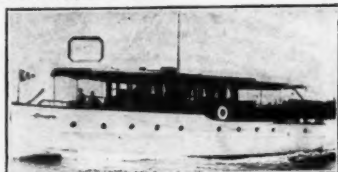
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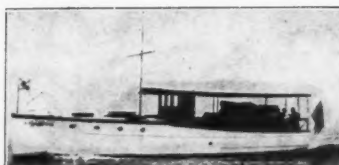
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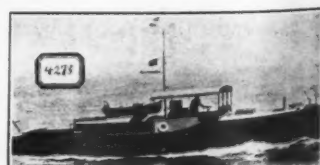
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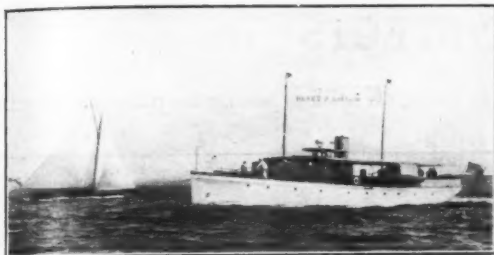
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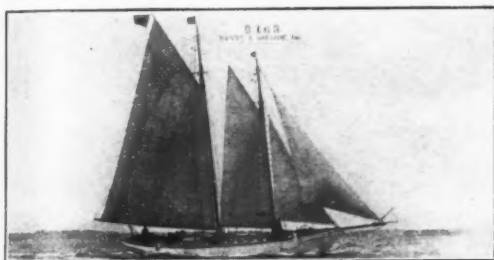
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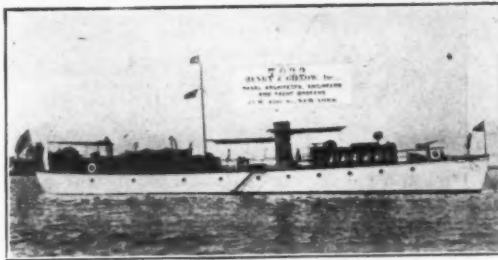
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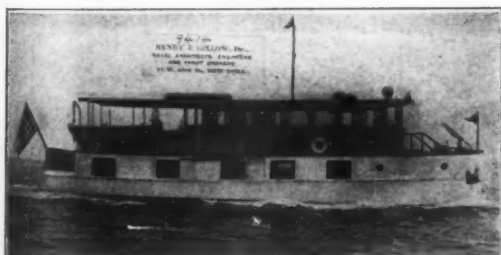
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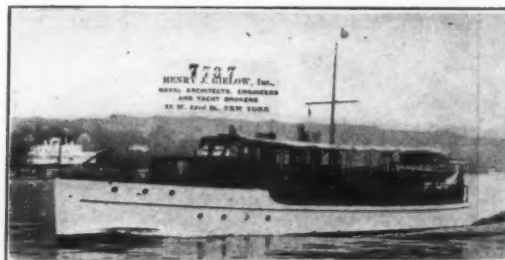
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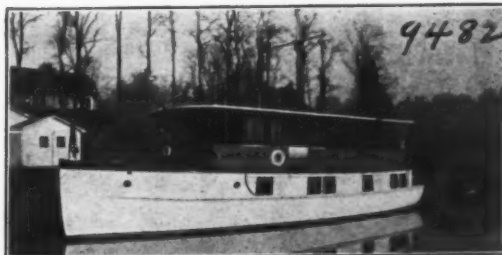
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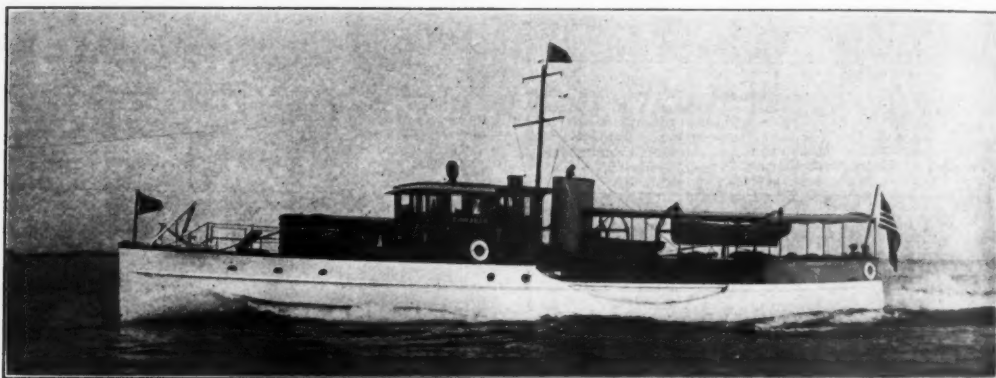
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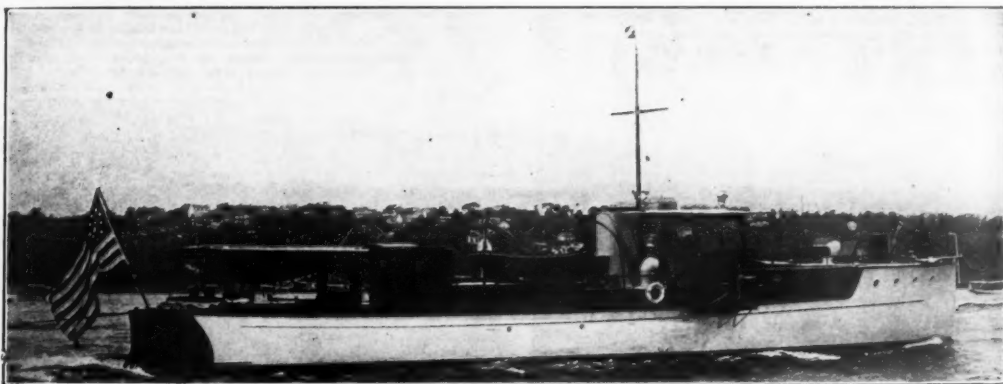
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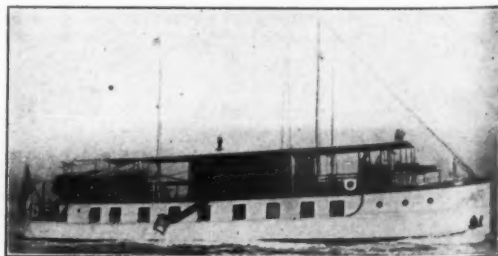
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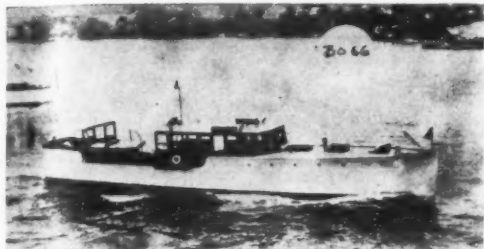
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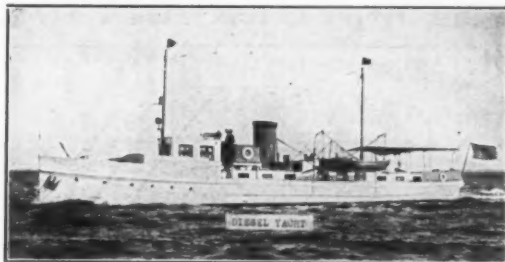
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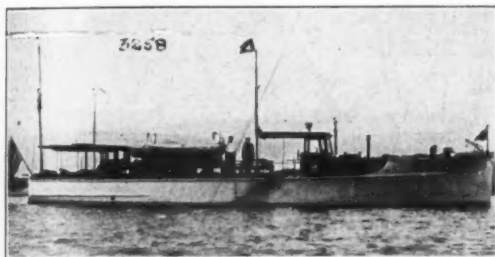
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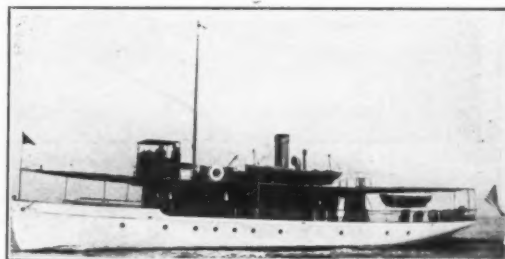
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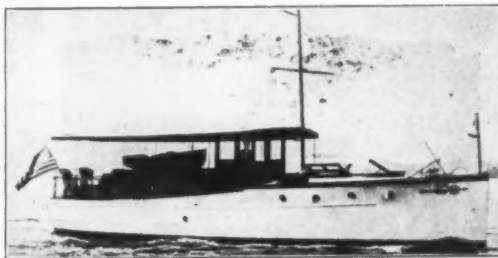
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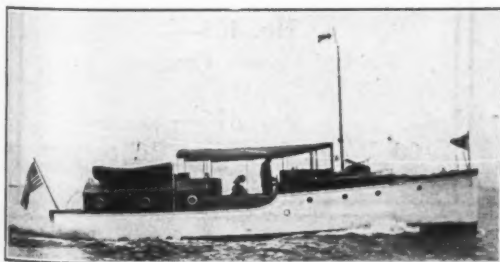
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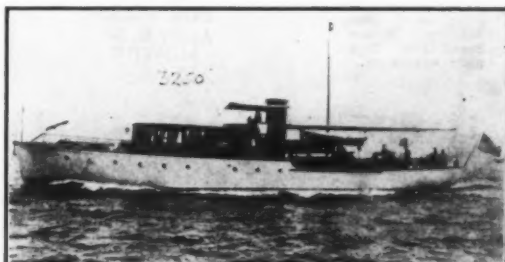
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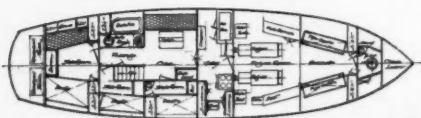
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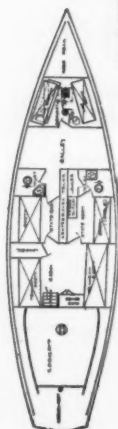
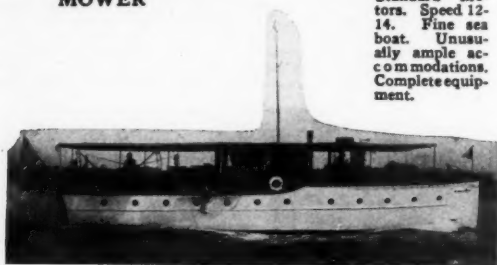
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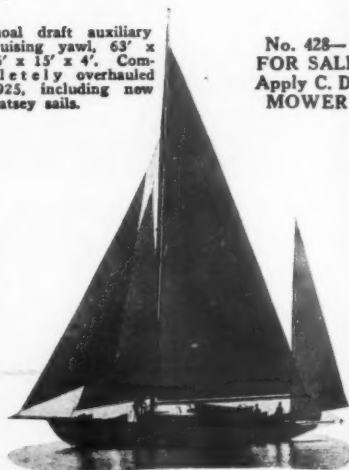
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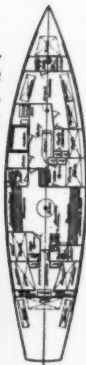
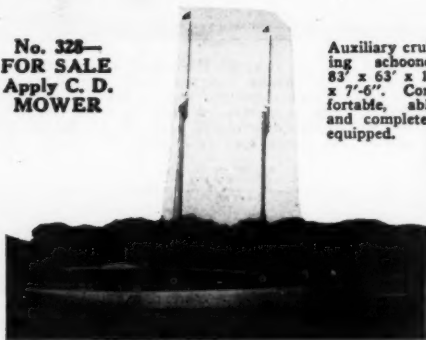
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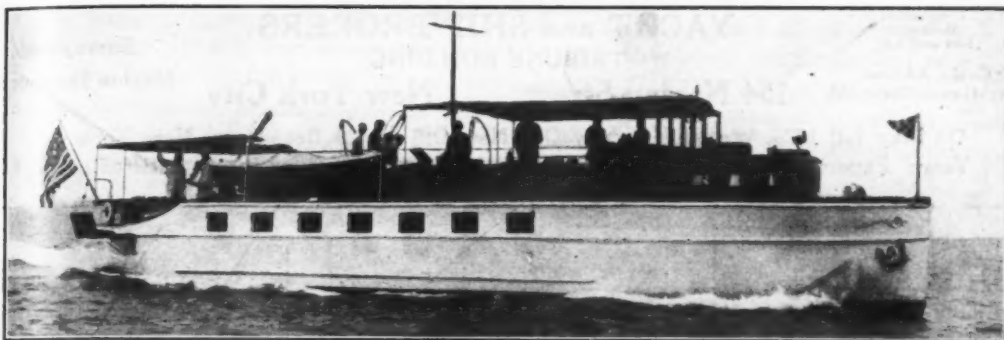
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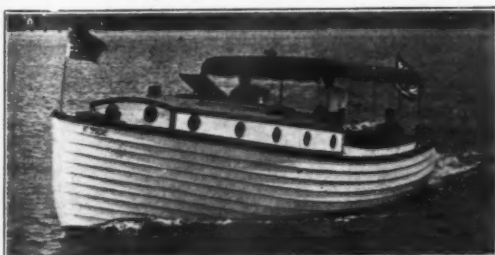
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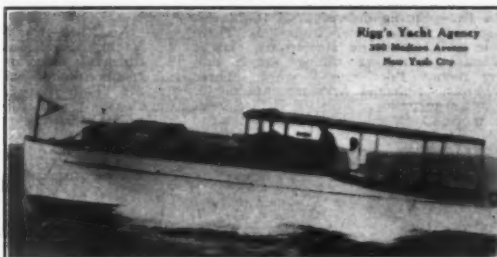
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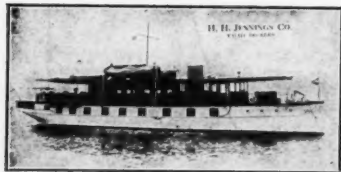
 Cable Address
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154 Nassau Street

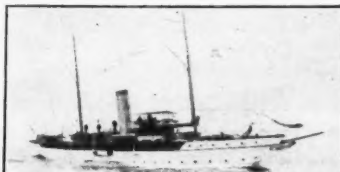
New York City

 Surveying
 Marine Insurance

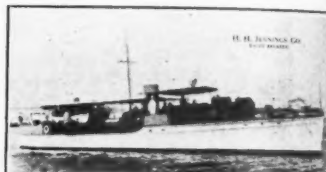
On May 1st, 1926, We Will Occupy Our New Offices, 29 Broadway, New York City
 Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients



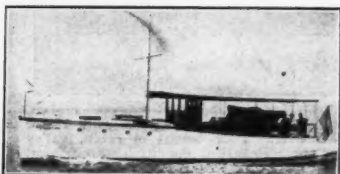
No. 4565—Spring delivery. 85 ft. Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius 4,000 miles. Wireless. Submarine signals, etc.



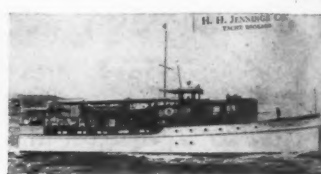
No. 1410—Twin Screw Power Yacht, 85 ft. long. Two staterooms, two berths in main saloon and Pullman berth in deck saloon. Bathroom. Good crew's quarters. Two 65-75 H.P. motors. Speed 14-15 miles. Electric light, hot water heat, etc. Located in Florida waters.



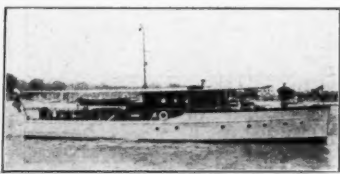
No. 2573—45 ft. Elco Cruiser. New 1924. Double stateroom. Two upper and two lower berths in main cabin. Two toilet rooms. Berth for man. 42 H.P. Elco motor. Speed 11-12 miles. Electric lights, etc. Splendid proposition.



No. 2622—34-foot Elco Cruisette. Built 1924. Two upper and two lower berths in cabin. Cockpit seats can be used as berths. Toilet; galley. 42 H.P. Elco motor. Speed 10-12 miles.



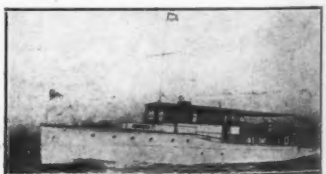
No. 2684—75-ft. Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first class outfit.



No. 2494—Twin Screw 65 foot Cruiser. Built in 1924. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed 12-13 miles. Good galley and crew's quarters.



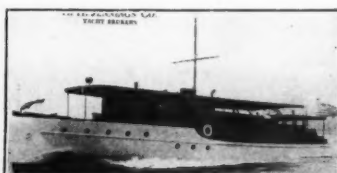
No. 4583—60-foot Houseboat. Built 1925. Two double staterooms. Two berths in dining saloon. Large deckhouse containing living room. Two toilets. 75-100 H.P. motor. Speed 10-11 miles. Electric lights. Hot water heat, etc. Splendid proposition.



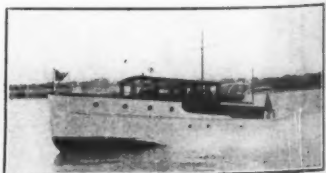
No. 2633—Twin Screw 56-foot Elco Cruiser. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed 12 miles. Electric plant, electric windlass, etc. Splendid proposition. Located in Florida waters.



No. 1756—65-foot Cruiser. Two staterooms. Two extension berths in main saloon. Dining saloon in deckhouse. Bathroom. Good quarters for crew. 50-60 H.P. motor. Installed new 1925. Speed 10-11 miles. Electric plant, etc. Price attractive.



No. 2697—Twin Screw 65-foot Cruiser. Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed 12 miles. Electric lights, hot water heat, etc.



No. 2719—Twin Screw Express Cruiser. V-bottom, 45 foot long. Built by Great Lakes Boat Building Corp. Upper and lower berth in forward cabin. Two berths in after cabin. Two berths for crew. Two 150 H.P. Sterling motors. Speed up to 22 miles. Delco lighting plant. Good proposition. Inspectable Morehead City, North Carolina.

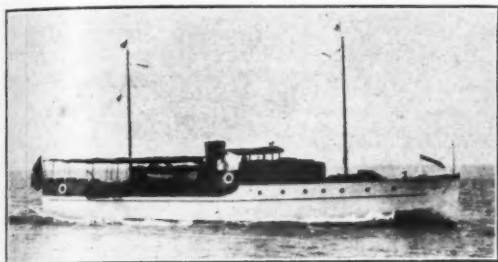
Our list comprises all the available yachts for sale and charter. The above are a few of our offerings. Send ten cents for our illustrated catalog.

THOMAS S. HANSON

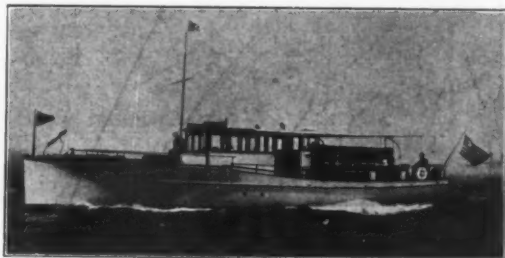
Personal Service
BROKERAGE

Formerly General Manager of The Elco Works, of Bayonne, N. J.

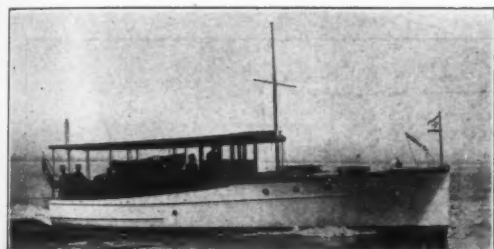
I have a carefully selected list of all sizes and types of Boats and Yachts. I will endeavor to submit to you the boats best adapted to your needs, which will give you the pleasure you have a right to expect.



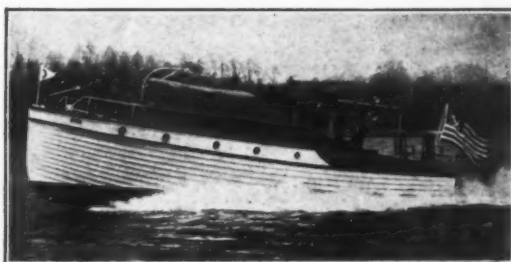
No. 1—For Sale—TWIN SCREW MOTOR YACHT. Length 73 ft. Beam 13 ft. Consolidated construction. Two 6-cylinder Speedway engines. Speed 15 miles. Delightful accommodations. Three large staterooms with bath. Dining-saloon on deck. Crew's quarters forward.



No. 2—For Sale—ELCO TWIN SCREW DECK HOUSE CRUISER. One of these splendid boats of the latest model. Length 56 ft. Has the three staterooms. Description of boat, condition and price, on request.



No. 3—For Sale—ELCO CRUISERS, 45-FOOT; ALL MODELS. These boats are noted for their success in embracing comfortable seaworthiness, with the best cruising arrangements, in a one-man boat. Description of the boats available, their condition and prices, on request.



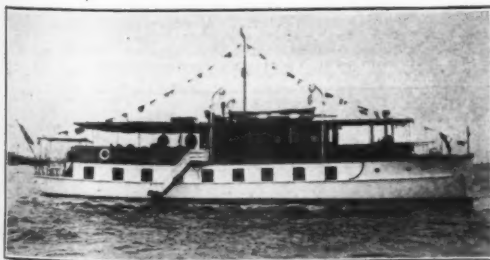
No. 4—For Sale—FAST CABIN CRUISER. New last summer and in perfect condition. Length 40 ft. Beam 10 ft. Draft 3 ft. Sterling-Dolphin 6-cylinder engine. This boat is unusually well equipped.



No. 5—For Sale—MATTHEWS "38." One of these very desirable Cruisers in the best condition. Length 38 ft. Beam 11 ft. Fine cabin accommodations. 70 H.P. Kermath engine.



No. 6—For Sale—24-FOOT BANFIELD SEA-SKIFF—DE LUXE MODEL. Seaworthy and comfortable. 100 H.P. 6-cylinder Scripps engine. New 1925.



No. 7—For Sale—66-foot MATHIS CRUISING HOUSEBOAT. This excellent model, which has all that is best in a modern houseboat: Three large staterooms and bath; deck saloon; twin screw power plant, etc.



No. 8—For Sale—ELCO CRUISETTES, 24-FOOT and 23-FOOT MODELS. Selected number of these famous Cruisers which have proved so successful. Description of the boats, their condition and prices, on request.

THOMAS S. HANSON

Personal Service
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Telephone Murray Hill 8676

NEW YORK CITY

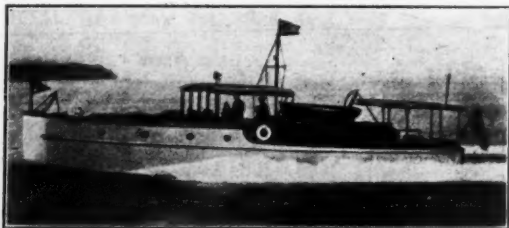
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YACHTMEN'S SERVICE AGENCY

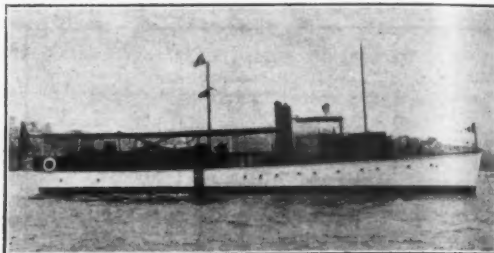
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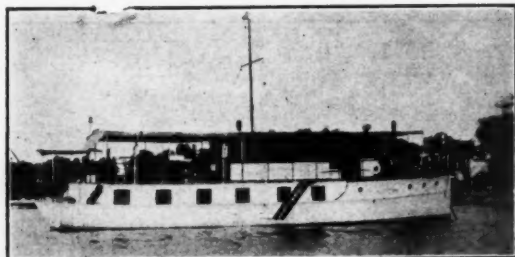
BROKERS AND ENGINEERS

BOATS FOR SALE AND CHARTER


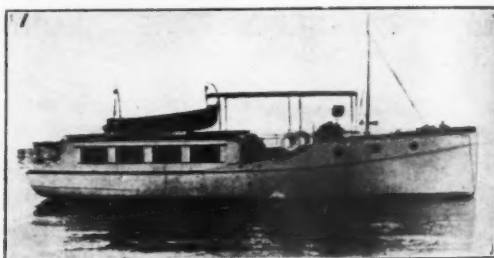
For Sale—54'x11'x3'4" Great Lakes Express Cruiser. Two 6-cylinder Sterling engines, completely rebuilt 1925. Speed, 20-24 miles per hour. Boat in first-class condition. New deck house built on. One of the most handsome and commodious cruisers afloat. For further particulars write Yachtmen's Service Agency.



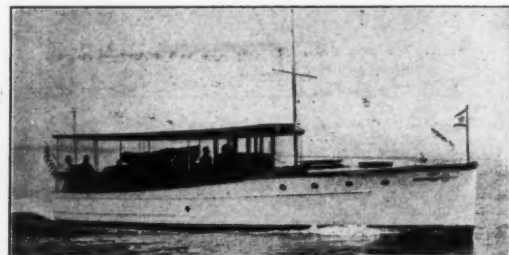
For Sale—80'x11'10"x4'8" Bridge Deck Cruiser. Has two 180 H.P. each, 6-cylinder Speedway engines, new 1924. Boat built by Herreshoff. Has 1800-gallon gasoline and water capacity. Plenty of deck space. Two double staterooms, large deck dining saloon. Owner spent considerable amount of money in completely renovating boat 1924, and used her very little 1925. For further particulars write Yachtmen's Service Agency.



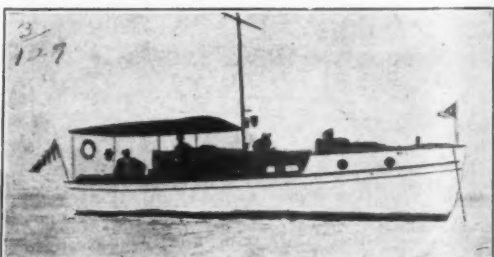
For Sale—63'6"x16'x3' House Boat. Has two 50 H.P. each 20th Century motors. Accommodations: Two single and one double stateroom with bath. Large galley and crew's quarters aft. Large deck house and dining saloon below decks. Boat in first-class condition. For further particulars write Yachtmen's Service Agency.



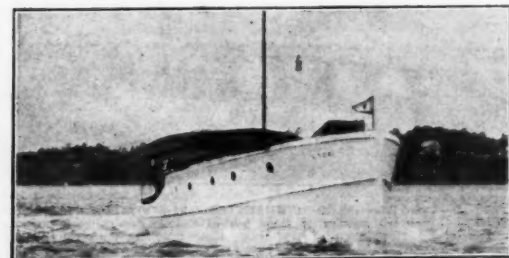
For Sale—39'x9'x3 Bridge Deck Cruiser. Has 40 H.P. Du Pont marine engine with self-starter and magneto. Boat in first-class condition. Has comfortable accommodations for six. Furnished with the best throughout. A bargain for a quick buy. For further particulars write Yachtmen's Service Agency.



For Sale—45'4"x10'7"x3' Elco Cruiser. Has 4-cylinder Standard engine. Accommodations for six and crew of two. Boat in first-class condition, the same as when launched. Upholstering and equipment of very best throughout. For further particulars write Yachtmen's Service Agency.



For Sale—35'x9'4"x3' Raised Deck Cruiser. Has 50 H.P. 4 cylinder Fay & Bowen motor, 1923; Atwater-Kent & Dule magneto. Boat completely renovated, including new upholstery 1923. New tanks 1925. Full headroom and accommodations for four in cabin. For further particulars write Yachtmen's Service Agency.



For Sale—33'x10'x3' Raised Deck Cruiser. Has 40 H.P. Lathrop motor, installed 1922. An exceptionally sturdy and able cruiser. Engine completely overhauled for coming season. Everything in first-class condition. A real boat for off-shore cruising. For further particulars write Yachtmen's Service Agency.



For Sale—25'x6' Gold Cup Design Speed Boat. Has 200 H.P. Hispano engine, installed 1925. Boat and motor in first-class condition. Hull double planked and copper fastened. A bargain for a quick buy. For further particulars write Yachtmen's Service Agency.

See Our Large Spring Listings in the March Issue

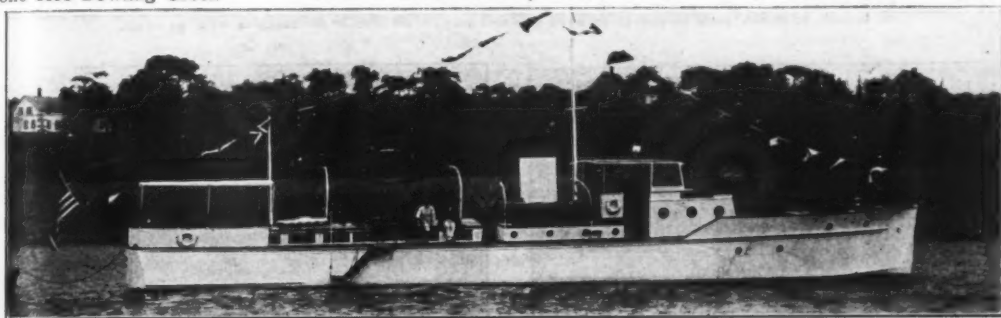
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Naval Architects, Marine Engineers and Yacht Brokers

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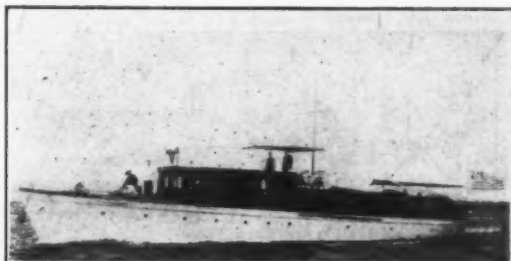
Cable Address: Yachting, N. Y.



No. 2334—FOR SALE—Attractive 85-ft. twin-screw Lawley built power yacht, equipped with two 6-cylinder 200 H.P. Sterling motors; speed, 16 miles. Deck saloon, 2 double and 3 single staterooms, bath room and additional toilet room. Everything in A-1 condition, ready for immediate use.



No. 1965—Twin-screw 75-ft. power yacht, Lawley built, two 6-cylinder Speedway motors; speed, 16 miles; two owners' cabins and enclosed bridge deck. First-class shape.



No. 1491—For Sale or Charter—Twin-screw power yacht, 83x14, two 6-cylinder 115 H.P. Speedway motors; speed, 14 miles; large deck dining saloon and attractive owner's quarters.

YACHT BROKERS
NAVAL ARCHITECTS

Henry C. Grebe & Co., Inc.

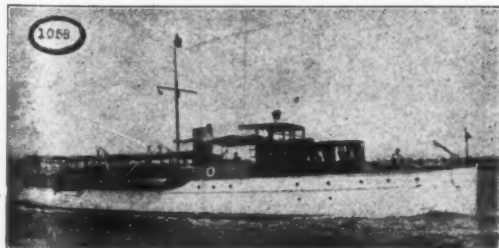
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SURVEYING

Wrigley Building

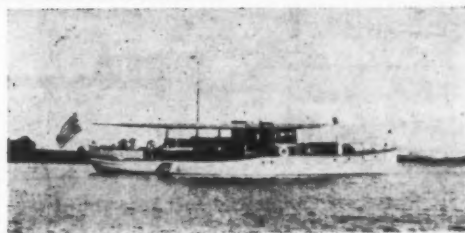
400 NORTH MICHIGAN AVE., CHICAGO

TELEPHONE SUPERIOR 0000

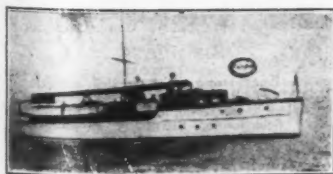
WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES, AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



No. 1058—For Sale—Desirable twin-screw cruiser, new 1921, 92'x15'x5'. Powered with two 80-110 H.P. 6-cylinder Winton motors. Large deck dining saloon. Very commodious. One double and single guest stateroom. Very attractively finished and equipped. Further particulars.



No. 751—For Sale—Modern twin-screw cruising yacht, 75'x16'x3'6". Two 6-cylinder heavy duty motors. Speed up to 14 miles per hour. Unusually well laid out. Two single and one double stateroom, large dining saloon, enclosed bridge deck. Beautifully finished and furnished. Very complete inventory. Well adapted for Northern or Southern waters.



No. 1044—For Sale—Twin-screw modern cruiser, 18'x13'x3'6". Speedway engines. Speed, 16 miles. Two double, one single stateroom, two baths. Beautifully finished and furnished. Further particulars and price.



No. 566—For Sale—55'x13' twin-screw power yacht. One double stateroom, large main saloon, roomy and comfortable deck. Powered with two medium duty Sterling motors. Large crew's quarters. Yacht very complete and in excellent condition. Owner anxious to sell. Price reasonable.



No. 1073—For Sale—38'x9' double cabin bridge deck cruiser, powered with 60 H.P. motor, with electric starter. Speed up to 15 miles per hour. An ideal family boat. Very complete inventory.

HARRY W. SANFORD

YACHT BROKER

NAVAL ARCHITECTURE

501 FIFTH AVENUE (42nd St.), NEW YORK

OUR MOTTO: To offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.

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 VANDERBILT 0900

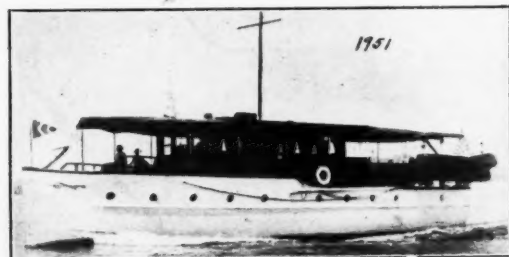
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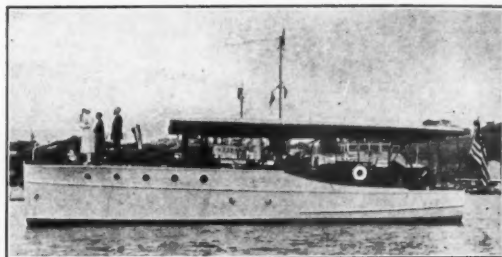
No. 1982—For Sale—Very durable and seaworthy 75' cruiser, built in 1925. Has 4 staterooms, 3 baths, large deck, house dining saloon, etc. High-class in every particular. Speed 12 miles.



No. 1373—For Sale—High-class 68' express cruiser, speed 25 miles. Twin-screw. Beautiful mahogany hull. Sleeps 7 persons besides crew. Has tub. Unusually seaworthy and one of the finest yachts available.



No. 1951—For Sale—60' twin-screw houseboat. 3 staterooms, bathroom, deck dining saloon. Built in 1923. Has clean-cut lines. Very comfortable accommodations.



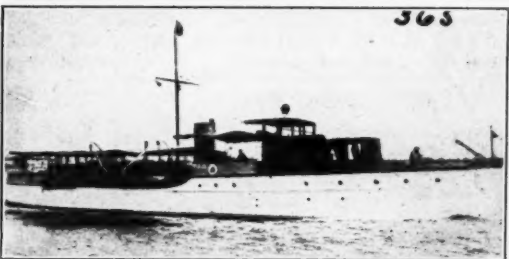
No. 1850—For Sale—Ideal 46' cruiser, speed 12 miles. Has 1 double stateroom and saloon sleeping 8 persons. Berth for man. Unusually well constructed, most seaworthy and able. Desirable in every particular.

Naval Architects

JOHN H. WELLS, INC.

Yacht Brokers

347 Madison Avenue, New York City. Telephone Murray Hill 3125.



No. 365—FOR SALE—Cruising power yacht 93 ft. x 15 ft. x 4 ft. 6 in. Powered with two 6-cylinder Wintons, 80 H. P. each. Installed 1921. In perfect condition. Speed 12-14 miles per hour. Owner's accommodations two double and one single staterooms, 1 bath, 2 toilets. Lounging room below deck, dining saloon and galley in deckhouse. Everything about boat in perfect condition. Further particulars—John H. Wells, Inc., 347 Madison Avenue, N. Y. C.

No. 425—A 110-FT. STEEL DIESEL CRUISER. In excellent condition. Three large double staterooms, and one single room. Dining saloon and lounging room. For sale or charter.

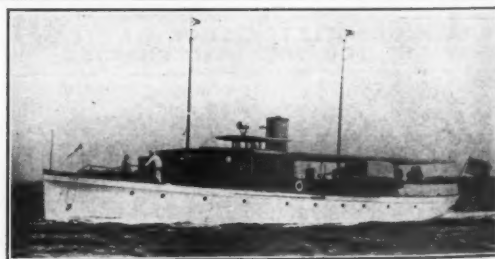
No. 353—FOR SALE 84 FT. TWIN SCREW SEMI-EXPRESS CRUISER. Built 1920. Speedway powered. Three double staterooms, dining saloon in deckhouse. Wonderful deck space. Boat and equipment in excellent condition.

No. 414—FOR SALE LAWLEY BUILT 75-FT. EXPRESS CRUISER. Speed 18 M.P.H. New engines and mechanical equipment 1925. Entirely overhauled and re-conditioned. Two double staterooms. Deckhouse. Perfect condition.

No. 465. 64-FT. TWIN SCREW CRUISER. Built 1924. Two double staterooms, deckhouse, ample deck space. Condition equal to new.

We have a complete file of the available yachts of all sizes and types—Houseboats, Power Cruisers, Steam Yachts and Sailing Craft.

If a suitable used boat cannot be found, we would appreciate the opportunity of submitting designs for a new one.



No. 511—FOR SALE—Flush deck sea-going Motor Yacht 90 Ft. over all, 16 Ft. beam, 6 Ft. draft. Powered with two 6-cylinder Winton Gas Engines. All Winton equipment. One of the finest and smoothest running yachts available. Owner's quarters consist of two double and two single staterooms and one bathroom and two toilets. Wash basins in staterooms. Large dining saloon and galley. Enclosed bridge. Inspection in Florida. Further particulars—John H. Wells, Inc., 347 Madison Avenue, N. Y. City.

No. 1009—FOR SALE OR CHARTER 96 FT. TWIN SCREW HOUSEBOAT. Three double and two single staterooms. Four baths—four toilets. Dining saloon in galley. Completely furnished and equipped.

No. 1050—FOR SALE 84-FT. CRUISING HOUSEBOAT. New 1924. Four double and one single staterooms. Three baths. Dining saloon in deckhouse. Everything in beautiful condition.

No. 1053—FOR SALE OR CHARTER 80-FT. HOUSEBOAT. Launched fall 1925. Four double staterooms, one single stateroom. Three baths. Large deckhouse. Furnished in excellent taste.

No. 1040—FOR SALE 65-FT. MATHIS HOUSEBOAT. Built 1923. Two double and one single stateroom. Large deckhouse containing dining saloon. Completely equipped.

No. 1044—FOR SALE OR CHARTER 55-FT. CRUISING HOUSEBOAT. Built 1925. Three single staterooms. One bath. Dining saloon below deck, large deckhouse. In wonderful condition.

FRANK BOWNE JONES

YACHT AGENT

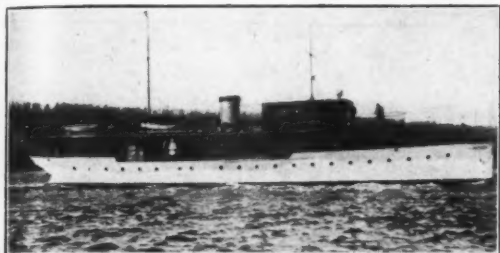
Telephone
Whitehall 1170

Cunard Building, 25 Broadway, New York

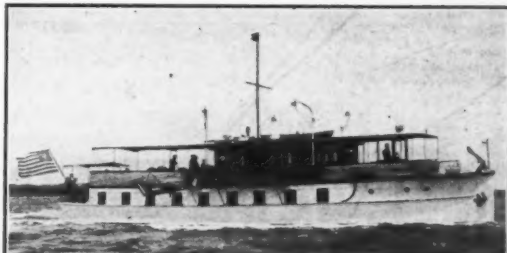
OFFICE No. 1851

Cable Address
"Windward," N. Y.

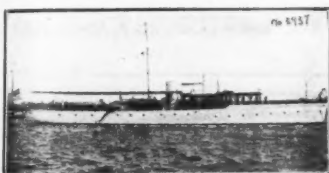
SALES AND CHARTERS—NAVAL ARCHITECTURE—MARINE INSURANCE—APPRAISALS



No. 1768—FOR SALE—120' Light Draft Steel Cruiser. Best design and build. Twin screw. Splendid accommodations. Now in commission. Best yacht of its size and type available. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



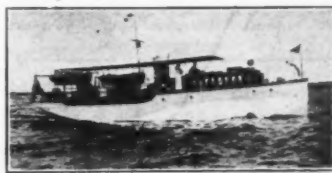
No. 2575—FOR SALE or Charter—80 Mathus Power House Yacht. Twin screw—4 double staterooms—2 baths—deck saloon. Attractive price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 5937—FOR SALE—120' Steel Cruiser. Best design and build. Twin screw. Speed up to 14 knots. Good accommodations. Attractive price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 6568—FOR SALE—60' Twin Screw Express Day Boat. Built by Matthews. Sterling Motors. Speed 10-11 Knots. In excellent condition. Attractive price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 4460—FOR SALE—65' Power Yacht. Condition good as new. 20th Century motor. Installed 1925. Now on way South. Excellent accommodations for yacht of this size. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



SENORA—A modern auxiliary cruising schooner of typical MOWER DESIGN, combining good looks with seagoing qualities and cruising comfort.

WITH many years' experience in designing motor and sailing yachts of all classes, I am prepared to meet the requirements of my clients and to give a service both in the preparation of plans and in personal supervision of construction that assures satisfaction and makes the building of a yacht a real pleasure to the owner.

Correspondence, or a personal interview, is invited with the distinct understanding that no obligation whatever is incurred unless a definite order is placed.

A well organized Brokerage Department, in charge of Mr. F. P. Humphreys, is prepared to render complete and satisfactory service to clients who wish to purchase, sell or charter.

CHARLES D. MOWER, *Naval Architect*

347 MADISON AVENUE (at 45th Street)

TELEPHONE
Murray Hill 2320

NEW YORK

THE MOTOR BOATING MARKET PLACE

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Cut one inch deep, two inches wide.....	\$ 9
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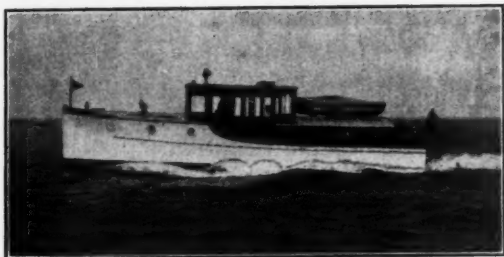
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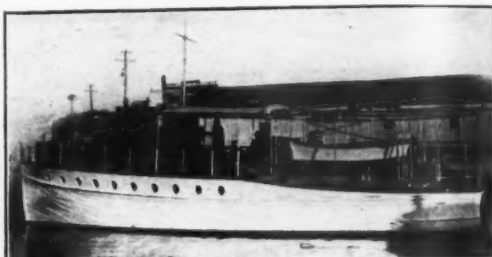
Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.

MoToR Boating, 119 West 40th St., New York



FOR SALE—Used Rochester 40-foot enclosed bridge cruiser with most complete equipment and furnishings possible. Powered with 6 cyl. medium duty Model E Scripps motor; speed, 12-13 miles per hour. Condition, excellent, and a bargain at \$7,500.00. Can be inspected at our yard. Rochester Boat Works, Inc., Rochester, New York.



FOR SALE—New raised deck cruiser 55'x15'x3½' offered cheap, as require more speed; built 1925, new Sterling Dolphin engine, large double stateroom, single stateroom, five bunks, two toilets, boat complete for immediate use; speed twelve miles hour; further information T. C. Ward, Oliver Building, Pittsburgh, Pa.

DAVID S. BECHTEL

ASSOCIATED WITH

J. MURRAY WATTS

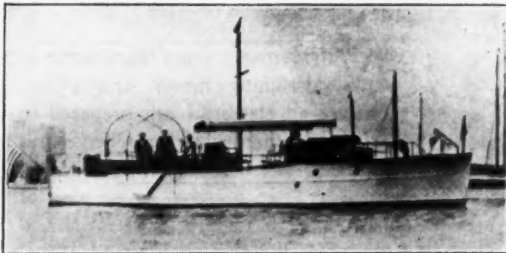
136 South 4th Street, Philadelphia, Pa.

TELEPHONE, LOMBARD 2872

CABLE ADDRESS, "MURWAT"

NAVAL ARCHITECT and
MARINE ENGINEER

YACHT and VESSEL BROKER
INSURANCE SURVEYOR



opposite, then the next is the owner's stateroom with two berths and is the water tank. This boat is a real comfortable, livable cruiser, one that is not a joke. She is well founded and in excellent condition. Price, asking \$11,000, make offer for quick sale; owner must dispose of her for business reasons. Consult David S. Bechtel, Naval Architect, 136 South 4th Street, Phila., Pa.

FOR SALE

Raised deck cruiser, designed and built by the Matthews Company, Port Clinton, Ohio. Well kept up and always had the best of care. 51'x12'x3½'. Powered with a Sterling, six cylinder engine, with a speed of 12 miles per hour. Her accommodations are: Chain locker, large ice box, galley full width of boat, then a dining saloon with two extension berths and large lockers, steps up to deck over engine room. Engine room with toilet and gas tanks. Next is a living room with two extension berths, dresser and lockers under berths, then a passage way between the companion way to deck and bath room with tub, large locker space and a dresser. Under the after deck



WANTED—Position as engineer on motor yacht. 6 years' experience with marine engines. Capable of taking complete charge of one man boat. Go anywhere. Roy Caine, Cobourg, Ontario, Canada.

FOR SALE—New Homelite complete, motor used only to try out. Price \$100.00. Mortlock S. Pettit, 38 No. Moore Street, New York City.

FOR SALE—Dunphy 21-ft. V-bottom Runabout. New May, 1925; seat five, fully equipped. F-4 Scripps, 40-60 H.P., 25 M.P.H. Run four hundred miles. C. W. Swift, 205 East Grand, McAlester, Oklahoma.

WANTED—Sober, clean-cut, thorough motor boat man—good gas engine man and cook. Knowledge Long Island waters. Entire summer. Address quick, giving references and stating salary wanted. Geo. E. Andrews, Box 87, West Palm Beach, Fla.

RARE OPPORTUNITY—Old established summer passenger run, including good will, five boats, two floats, runways. Must be sold owing to old age. BOX 179, MoToR BoatingG.

Hunting Cabin Cruiser, twenty-five feet, completely equipped, Bridgeport engine, speed seven miles, \$850.00. Weber, Clock's Boulevard, Amityville, L. I.

PRACTICALLY new twenty-five-foot new Hickman Sea Sled, all mahogany, with or without motor. Inquire D. B. Roberts, P. O. Box 1341, Hartford, Conn.

FOR SALE, cheap, to close an estate, combination boat building plant (fully equipped), and established 25 years; boat storage and repair business, marine railways, electric power; fronts on New Haven Harbor. Harold C. Crampton, Crampton Boat Yard, 148 Cove St., New Haven, Conn.

85-110 H.P. FM Sterling.....	\$998.00
100-125 H.P. MDR Stearns.....	\$950.00
35-70 H.P. MDU Stearns.....	\$795.00
40-80 H.P. Niagara.....	\$775.00
100 H.P. Van Blerck.....	\$750.00

All engines complete with electric starters, generators and double ignition. Thoroughly rebuilt and guaranteed. Bowler, Holmes & Hecker Co., Inc., 259 Greenwich St., New York City.

FOR SALE—USED ENGINES

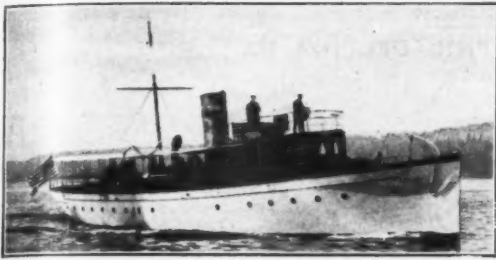
Sterling GR-6, 225 H.P., \$1500.00; Two Sterling FS-6, 150 H.P., \$2000.00; LM-6 Hall-Scott, \$1500.00; Fifty Other Engines, 4 to 400 H.P., \$15.00 up. BELLE ISLE BOAT AND ENGINE COMPANY, 9664 East Jefferson Avenue, Detroit, Michigan—393 Seventh Avenue, New York City.

FOR SALE—Runabout, 25'x5', Cadyford 5 H.P. motor. Speed, 18 miles. Eight passengers. Used 4 months. Price, \$1,300.00. Complete line of new and used small boats and motors. Chas. W. Young, 4 N. Plaza Place, Chelsea, N. J.

YACHT BROKER

JOHN G. ALDEN
148 STATE STREET

NAVAL ARCHITECT
BOSTON, MASS.



No. 212. For Sale: At moderate price, modern oil burning steam yacht, built 1920. Large saloon, double stateroom, bath below. Dining room on deck. Suitable for installation of Diesel motor but economical to run as steam. An unusual opportunity. Apply John G. Alden, 148 State St., Boston.



No. 3065. For Sale. Unusually fine steam yacht 140' x 118' x 19' x 7'6". Designed and built by Seabury. Interior fittings very complete and new. 3 single, 3 double staterooms and 2 baths. Engine and boilers O. K. Priced low and boat well suited for Diesel conversion. Apply John G. Alden, 148 State St., Boston.



No. 881. For Sale: Very attractive bridge deck cruiser, 40'x10'6" x3'6". Built 1921. Completely overhauled 1925. New Sterling engine, new electric generating plant and all wiring, new upholstery. Electric winch. 2 separate cabins accommodate 5 to 7. A very attractive cruising boat in beautiful condition. Apply John G. Alden, 148 State St., Boston.



No. 3136. For Sale. 36' O. A. x 7'2" beam. Hacker design, built by highest grade day labor. Materials carefully selected. 400 H. P. Liberty motor. (Capitol conversion); has best of care and stored in warm place in winter. Sustains speed of 32 M. P. H. easily. Maximum 42 M. P. H. Boat has not been abused and has had expert care. Apply John G. Alden, 148 State St., Boston.



GUARANTEED REBUILT MARINE ENGINES

OF WELL KNOWN MAKES

Sterling, pair Dolphin 6 cyl. 235 h.p. each,
high speed.*

Sterling, Dolphin 8 cyl. 300 h.p. high
speed.*

Sterling, Dolphin 6 cyl. 110-165 h.p. med.
duty.*

Scripps, E 4 cyl. 30-45 h.p.*

Sterling, D 4 cyl. 25-35 h.p. heavy duty.

Sterling, E 4 cyl. 17-25 h.p.

Buffalo, MY 4 cyl. 25-30 h.p.

Speedway, E 4 cyl. 25 h.p.

Murray & Tregurtha, 4 cyl. 40-60 h.p.

Frisbie, FD 2 cyl. 16-18 h.p.

Scripps, D 2 cyl. 10-12 h.p.*

Doman, 2 cyl. 8-10 h.p.

Universal, 4 cyl. 9-12 h.p.

*With electric starter equipment.

Special—2 Engines, 350 h.p. each, factory rebuilt, steel
cylinders, large reverse gear. \$2900 each.

For full particulars and complete list of used engines write

WALTER H. MORETON CORP.

1043-45 COMMONWEALTH AVENUE, BOSTON, MASS.

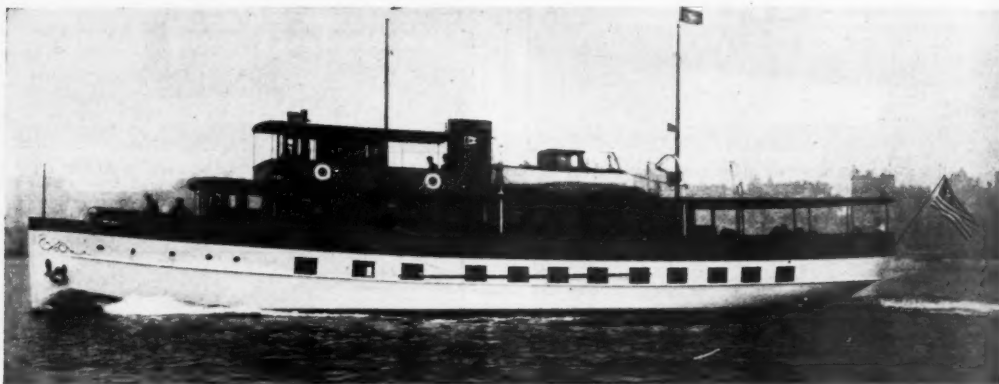
A NEW SHOWROOM RECENTLY OPENED. MATTHEWS 38 CRUISER—HACKER
RUNABOUTS ON DISPLAY. BRANCH AT 42 FRANKLIN ST., PROVIDENCE, R. I.

DAVID S. BECHTEL

Naval Architect and Engineer

YACHT BROKER
136 SOUTH 4th STREET, PHILADELPHIA, PA.

Telephone: Lombard 2972



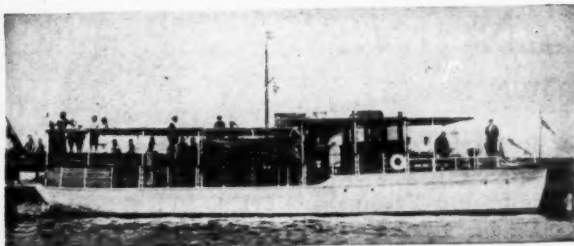
FOR CHARTER

99'x19'x4'6" Houseboat, powered with two Winton Diesel engines, speed 14 miles per hour. Accommodations are: **Three double staterooms, two single and three baths, dining saloon, music room, galley and crew's quarters; indeed a very complete and up-to-date yacht houseboat, built recently and modern in every detail.** Available for charter from New York. Terms: \$8,000 per month; purchase price \$150,000. For further particulars apply to

DAVID S. BECHTEL, N. A.,
136 South 4th Street, Philadelphia, Pa.

HACKER & FERMANN

Naval Architects—Yacht Brokers—Marine Insurance

6304 E. Jefferson Avenue, Detroit, Mich.


For Sale—Matthews built single screw bridge deck cruiser. 61' x 13' 6", powered with a 6-cyl. Winton Gasoline motor. Delco lighting unit. Heavily constructed seaworthy type of boat. Cruising speed about 11 miles per hour. Sleeping accommodations for ten. Interior elaborately furnished and fully found in all respects.



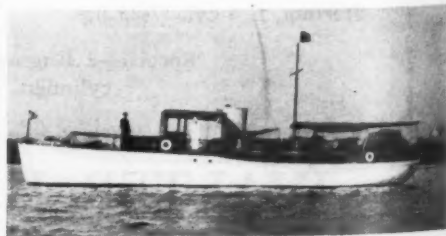
V-bottom all mahogany 40' express cruiser completely refinished. Two new L M 6 Hall-Scott marine motors now being installed. Speed 35 to 37 miles per hour. Available for immediate delivery and can be purchased at a very reasonable figure.



Raised deck Cruiser—32'x9'x2'6"—20 H.P. Kermath motor now being installed. Sleeping accommodations for six. Speed 9 M.P.H. Prompt action will secure bargain.



Auxiliary yawl, Lawley built 55'x11'6"—4 cyl. 30 H.P. Sterling heavy duty motor. Sleeping accommodations for seven. Completely overhauled 1925. A beautifully finished and luxurious yacht.



Lawley designed and built raised deck Cruiser, 67'x12'x4'3". Powered with a Sterling motor. Delco lighting unit. Speed 10-12 M.P.H. Sleeping accommodations for seven. Fully and finely equipped.

REBUILT ENGINES SERVICE!

Our long suit! Before sale our service consists of an honest consideration of your problem by experienced engineers. After sale genuine cooperation should anything go wrong with your motor.

Under these conditions, is it not good business to purchase one of our guaranteed rebuilt marine engines?

All sizes, types and makes at prices representing substantial savings.

Purchase your motor before the annual rush sets in. We will hold any machine until spring.

BRUNS KIMBALL & CO.

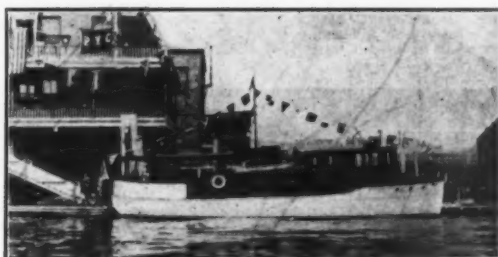
"Originators of the Rebuilt Engine"

Main Office and Showroom:
50-52-54 W. 17th St., New York City

Branch Office:
102 South 4th St., Philadelphia, Pa.



FOR SALE—Fast, able power boat, length 34 ft., mahogany trimmings, "runabout" style. Fay & Bowen 35-50 H.P. 6-cyl. engine, almost new. \$2,000. ALBERT HALE, 35 Congress St., Boston, Mass.



FOR SALE—Comfortable 50 ft. cruiser, with pilot house and stateroom in deck house, three single and double berth in saloon, equipped with 6 cylinder Scripps motor, used two seasons. Apply WILLIAM GARDNER & CO., Yacht Brokers, 1 Broadway, New York.



1924 BELLE ISLE BEARCAT BARGAIN!

Used very little. Excellent condition. Had very best of care. Speed 35 miles per hour. L.M. 4 Hall Scott Motor. Complete equipment. Covers for cockpit included. Can be seen at Consolidated Shipbuilding Co., Morris Heights, New York City. Apply Owner, 1 Bay Avenue, Larchmont, New York. Tel. Larchmont 876.

12-15 H.P. Sterling Neptune, 2 cyl., 5½x7, late model, completely equipped, rebuilt, guaranteed—the finest motor of its type on the market. Bruns Kimball & Co., 50 W. 17th St., N. Y. C.

HOUSE BOAT, converted from yacht at \$6000 cost. No power; four cabins, mahogany and white enamel; galley, awnings, etc. \$1500 cash; possible terms. BRADFORD BUTLER, 41 Park Row, New York.

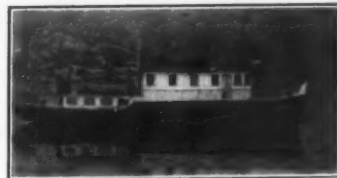
FOR SALE: Custom built Mahogany family Runabout, 26' x 6', Hacker Type, hull all copper and brass fastened, best grade salt water equipment with 50 H.P. Kermath Double Ignition motor, electric starter and lights, auto control, seats 7 comfortably. Built new 1924. Speed 22 miles. Price \$2500.00. W. H. GLEASON, Glens Falls, N. Y.

CABIN CRUISER FOR SALE—37' x 10' x 2'6", in good condition, sleeps four, fully equip. 6 Cylinder Packard Motor. Can be bought right. Terms to responsible party. W. E. CALDWELL, 173 Newark Street, Newark, New Jersey. Market 0306.

FOR SALE—Belle Isle Bear Cat, 26 x 6 runabout, equipped with 125-H.P. Hall-Scott engine. Speed 35 miles per hour. In perfect order. Finish like a new boat. Cost \$6500 new. For quick sale, will take \$2500. Only reason for selling, owner purchased a larger boat. Complete details will be furnished upon application. J. J. GIBSON, 401 Franklin Street, Buffalo, N. Y.

WANTED—Capable sober man to handle and take charge of sloop with auxiliary gas engine. Must have thorough knowledge of sailing and gas engine. Write fully stating experience, references, qualifications and salary desired. Box No. 177, MoToR Boating.

FOR SALE—24-foot trunk cabin cruiser powered with N. R. 2 Palmer engine with reverse gear and magneto. Boat and engine in good condition. First check for four hundred and fifty dollars secures this fine little boat. Also for sale one two-cylinder Buffalo motor, 4½-inch bore, 5-inch stroke, medium speed engine, with clutch. This engine was thoroughly overhauled at the factory, including new cylinder castings and pistons at a cost of one hundred seventy-five dollars and has not been removed from the crate in which it was shipped. Offered at the cost of the repair bill, one hundred and seventy-five dollars. F. W. McCULLOUGH, Box 665, Norfolk, Va.



FOR SALE

King Bens, private yacht, 65x12, has two single and one double staterooms, dining room, galley, saloon, two toilets, four berths for crew. Large pilot house, two 50 H.P. Miller kerosene engine, electric lights. Beautiful birch finish. Built by House of David of Benton Harbor, Mich. Very cheap. Address CAPT. CHAS. RICHTER, 626 Clinton Street, Grand Haven, Mich.

TACHOMETERS—For registering propeller shaft speed, Jones type, Range 300 to 3,000, 18" flexible shaft and swivel coupling, split gear drive attachment for propeller shaft and special lengths of cable when needed. Selling a limited number at a reduced price.

SERVICE PRODUCTS CO., Not Inc.
Springfield, Ohio

18-25 H.P. Sterling, 4½x5½, all that the name implies, rebuilt and guaranteed—completely equipped. Bruns Kimball & Co., 50 W. 17th St., N. Y. C.

FOR SALE—32' mahogany speed boat. Double cockpit. New F-4 Scripps, 60 H.P., with electric starter and lights. Bright finish inside and out. Speed, 23 miles. Complete information upon request. Pinson Boat Co., Bath, Maine.

IF INTERESTED in engines and boats write your requirements. A. M. DEERING, 1642-53 West Jackson, Chicago, Ill.

Model F 26-30 Red Wing Motor, reverse gears, impulse starter. A-1 condition. \$175. F. O. B. Newport, Vermont. DR. W. N. BUTLER, 125 Trumbull, Hartford, Conn.

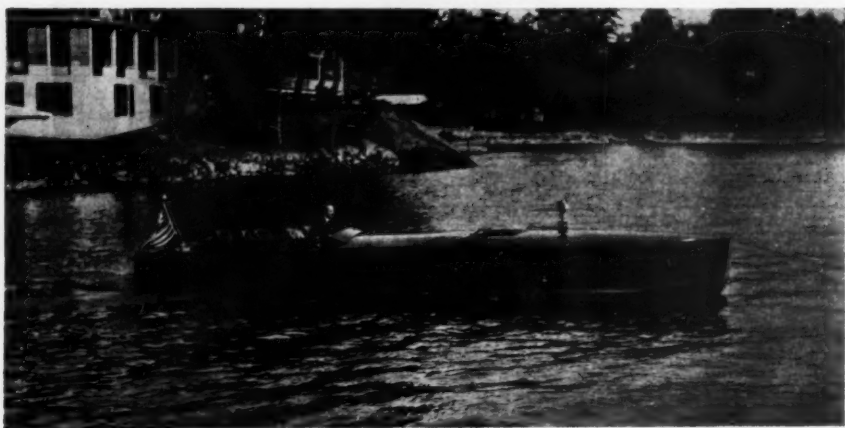
FOR SALE—Banfield 28-foot, small cabin sea skiff, forward cockpit, Scripps E-4, 70 H.P. motor, fully equipped, speed about 18-20. Cost, \$4,000.00; will sell for \$2,250.00. In brand new condition ready to go. Richard G. Ledig, 34 Bay Ave., Ocean City, N. J.

FOR SALE
32-FOOT TRUNK CABIN CRUISER at Bayhead, N. J. Brand new 35-40 H.P. Kermath motor, double ignition, self-starter, installed last summer. Copper screened throughout. Electric lights. Running water. Built in galley. Ice box loads from cockpit. Toilet and folding lavatory. Three-piece windshield. Many other extras. Owner bought larger boat. Asking \$3,500. O. H. DEY, Rahway, N. J.

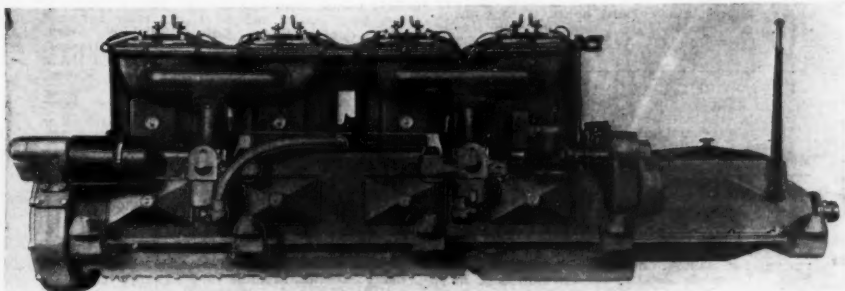
Would like to purchase a good up-to-date power cruiser, fifty to sixty feet length. Prefer construction with low superstructure. In answering please state principal dimensions, name of builder, date built, type of power together with name and model of motors and whether equipped with self-starting. Submit arrangement plan, together with photo and price, and state where inspection can be made. Box 178, MoToR Boating.



FOR SALE—Bobolink 2nd, a beautiful boat and in good condition, Hacker designed and built, all mahogany, 30 feet long with 8 cylinder, 250 h.p., valve in head Sterling motor, Bosch electric starter and generator. Motor used less than 100 hours, speed 40 miles per hour, handles beautifully and is a splendid sea-boat. Price with full equipment \$2750, if sold before May 1st. Formerly Champion of Lake George, now being sold as I want faster boat. Robert E. Henry, 27 Pine Street, New York. Telephone John 3456.



FOR SALE—Miss Englewood, a good 32 ft. family runabout Hacker designed and built (speed with Sterling Sea Gull motor 34 miles per hour). Price without motor \$1500 or could possibly supply with Sterling Sea Gull motor at \$2500 for complete outfit. Boat in splendid condition and fully equipped, has forward cockpit and seats eight. Robert E. Henry, 27 Pine Street, New York. Telephone John 3456.



FOR SALE—200 h.p. Sterling Model F S 8 cylinder motor $5\frac{1}{2}$ bore by $6\frac{1}{4}$ stroke, perfect condition, weight 2400 lbs., 120 h.p. at 800 r.p.m.; 150 h.p. at 1000 r.p.m.; 180 h.p. at 1200 r.p.m.; 200 h.p. at 1400 r.p.m.—with full equipment including electric starter and generator. Cost over \$4000—will sell for \$1650. This motor would be an ideal proposition for a cruiser or house boat or could be used for a large runabout. Robert E. Henry, 27 Pine Street, New York. Telephone John 3456.

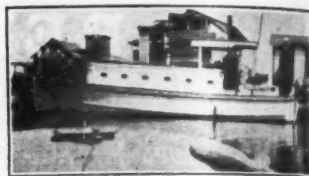
Trimount Rotary Hand Bilge Pumps

All bronze composition. 4 sizes.
Capacities 6 to 20 gals. per min.
Require no priming.
Turn handle—create vacuum—get water at once.

TRIMOUNT ROTARY POWER CO.
294 Whiting Avenue East Dedham, Mass.
Mfrs. Hand and Power Pumps, High Vacuum Pumps,
Whistle Blower Outfits

FOUR-Cylinder, four-cycle with gears: 9-12 H.P. Universal 2 $5\frac{1}{8}$ x4, \$165; 20 H.P. Kermath 4x4, \$295; 20 H.P. Kermath 1924 model with electric starter and generator (like new), \$445; $4\frac{1}{2}$ x5, \$135; 20 H.P. Doman, 4x5, \$195; 25 H.P. Peerless, 4x6, \$275; 40 H.P. Doman, $4\frac{1}{2}$ x6, \$315; 40 H.P. Miller, $5\frac{1}{4}$ x7, \$445. 6 H.P. Frisbie one cyl. 6x6 heavy duty, \$135; 40 H.P. Pierce-Budd 4 cyl. 2 cycle 4x4 with gear, \$375; 18-25 H.P. Pierce-Budd 3 cyl. 4x4, \$225; 3 cyl. 4 cycle, \$35.00. Large line two cycle marine engines in all sizes. Send for list and state your power needs. Badger Motor Company, Milwaukee, Wisconsin.

Advertising Index will be found on page 244



FOR SALE—Navy steamer, hull 32, 40 H.P. Lathrop electric starter, toilet, motor and hull in excellent condition. Price \$1,600.00. Particulars, JOHN J. CURLEY, 172 117th St., Rockaway Park, N. Y.

CHESAPEAKE BAY rig sloop with rabbit mast, 38 ft. x 10 x 4 ft. draught. Built of cedar, has 20 ft. cabin, 4 berths and equipment in perfect condition, good as new. Boat built in 1917 has 30 x 45 h.p., $5\frac{1}{4}$ x 6" stroke sterling, price \$1700.00. Seen at Rea's North Beach, Flushing Bay. Write to F. HURTIG, 23 Eastman Ave., Little Ferry, N. J.

FOR SALE—Thirty-six by ten by three feet four raised deck cruiser, thirty horsepower motor, good seaboot, excellent accommodations, good condition, price one thousand dollars. OSCAR H. NICK, 1621 Peach St., Erie, Penn.

FOR SALE—An 18'x5' V-Bottom Cushing designed Cedar Hull, new. Built from Motor Boating design Imp., no fittings, \$250. Also new 12' cedar Sharpies, \$50. A. ROWLAND, 31 Thames St., New London, Conn.

FLAT BOTTOM MOTOR SKIFF, 15 feet 9 inches long, built according to Atkins design for Sue, published in Motor Boating, August, 1925, and powered with 2-cylinder inboard Evinrude engine with reverse gear. Good big husky boat, practically new and for sale at far less than cost. Price \$350. Will be in commission ready to run. F. W. HORENBURGER, 465 Byron Ave., Bronx, N. Y.

50 H.P. Kermath, 4 cyl., high speed, light weight, starter, generator, double ignition, Paragon gear, etc., complete—rebuilt and guaranteed. Bargain. Bruns Kimball & Co., 50 W. 17th St., N. Y. C.

300 H.P., 6-cylinder Italian high-speed motors, marine conversion right or left, welded manifold, enclosed Joes reverse gear, reduction starters, bronze water-pump, \$1600 complete. The Payne Co., 35 Wall St., New York City.

FOR SALE—Club house on bank of Moose River and State Road, 30 miles of motor boating. Best of trout and salmon fishing. Big and small game in abundance. Garage for 8 cars. All in A-1 condition. Price for all \$5,000. Henry Hughey, Jackman, Maine.

100 H.P. Model E-6 Scripps, starter, generator, double ignition, Paragon reverse gear, completely equipped; used less than two seasons; rebuilt guaranteed. Bruns Kimball & Co., 50 W. 17th St., N. Y. C.

FOR SALE

Sterling four-cylinder, four-cycle 24-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., $4\frac{1}{2}$ x6 $\frac{1}{2}$, weight about 800 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$450. Apply Box 166, care Motor Boating, 119 West 49th St., New York.

Sterling, Model "B2", 30 to 50 H.P. German Bosch Magneto; reground; completely re-manufactured; new pistons; new rings; new clutch gears; 26x28 propeller, \$500.00. Used Valve-in-Head 25 H.P. new electric starter and generator; re-manufactured; guaranteed, \$350.00. Used Model "Z" re-manufactured new guarantee, \$300.00.

GRAY MARINE MOTOR COMPANY
Detroit, Mich.

18-20 H.P. Frisbie, 2 cyl., 6x6, brand new engine—never used, completely equipped. Bruns Kimball & Co., 50 W. 17th St., N. Y. C.

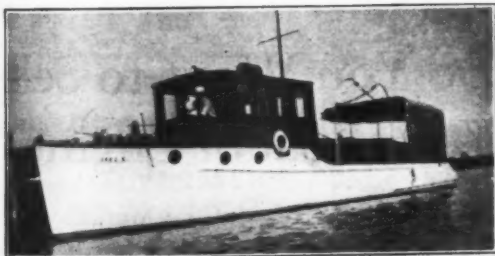
FOR SALE—Day Cruiser "Greyhound"



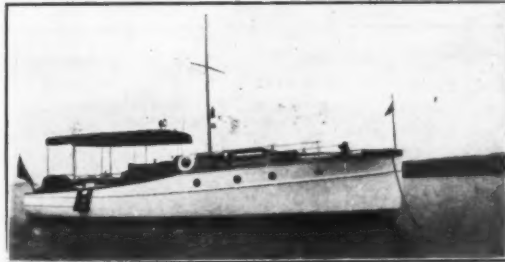
Day Cruiser Greyhound. Built by Wood & McClure. Designed by Tams & King. Mahogany hull—natural finish. Trunk cabin with toilet and galley.

Will sleep two comfortably—crew's quarters for three. L. O. A. 58 ft. 6 in. Beam 10 ft. 5 in. Depth 5 ft. Power—Two 12 Cylinder, 450 H.P. Liberty Motors. Hull and Motors in excellent condition. Maximum speed 33 M.P.H. Cruising speed 20 M.P.H. Price \$35,000 net to owner. Boat available for inspection at Henry B. Nevin's, Inc., City Island, New York City.

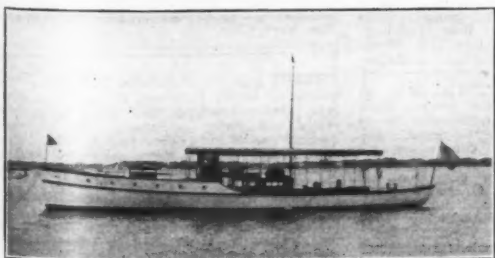
Address inquiries to Edsel Ford, Ford Motor Company, Detroit, Michigan



FOR SALE—Great Lakes, 54-foot enclosed bridge cruiser. 6 cyl. 75 h.p. engine, self starter. One man control. 32-volt lighting plant. Excellent condition. Boat at Norfolk, Va. Unable to use, must sacrifice, \$5500. Chance for someone resell at big profit. Address Tennant, Norris Cottage, Aiken, S. C.



No. 4306—For Sale—Raised deck cruiser, 40x9'6"x3'6" draft. Thirty horsepower Lathrop motor, new 1924; equipped with self-starter, Delco lighting system, electric lights throughout, and sleeping accommodations four to six. Owner, having purchased a larger boat through us, is anxious to sell. Price reasonable. For further particulars apply R. M. HADDOCK, 50 East 42nd Street, New York City.



FOR SALE—Motor Yacht "Silver Heels," 60 feet, 3-ft. 6-in. draft, 6-cylinder 54 H.P. Standard motor, 12 to 14 M.P.H. 32-volt electric lights, running fresh water, every convenience, large cockpit and bridge deck. Entire boat and mechanical parts overhauled last year. Asking \$10,000. Can be seen at Marine Basin Yacht Works, Brooklyn. Owner, Walter D. Ebinger, 229 Bedford Avenue, Brooklyn, N. Y.

USED ENGINES

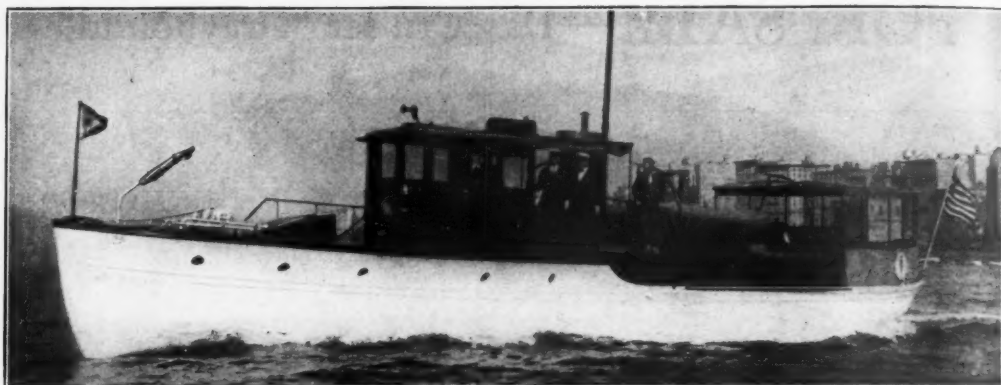
Largest Stock in the Country
4 to 400 Horse Power

BELLE ISLE BOAT and ENGINE CO.
9664 East Jefferson Ave. DETROIT, MICH.
393 Seventh Ave., New York, N. Y.

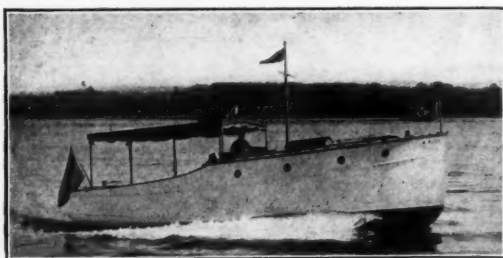
Do You Want to Sell Your Boat or Engine?

MoToR Boating's Market Place will put you in touch with a buyer. (See advertising rates on page 88.)

When writing to advertisers please mention MoToR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



This beautiful 65-ft. x 13-ft. x 4-ft. cruiser yacht "Bee" for sale at a very attractive price. Is fully found in every way, linens, blankets, etc. Large private state-room, beautiful main salon, exceptional galley and refrigerator. Bath room with bath tub, salt or fresh water. 400 gallons water, 300 gallons gas, six-cylinder 70-90 Sterling motor (heavy duty), exceptional bridge and after deck. The most comfortable boat afloat of her type. One power boat, one rowboat. Delco 32-volt lighting system. Mushroom mooring anchor, canvas cover for entire boat. Now on her way north from Florida. Owner leaving for Europe on May 26th. Must be seen to be appreciated. For further particulars address owner, Jay A. Mellish, 300 Riverside Drive, New York City, or your own broker.



FOR SALE—New cruiser, 32'x9'6"x2'. Designed by Deed. 60 H.P. W. & M. motor. Electric starter and lights. Galley and toilet. Self-bailing cockpit. Speed, 13 miles. Complete equipment. Ready for April delivery. Write Pinson Boat Co., Bath, Maine.

Do You Want to Sell Your Boat or Engine?

MoToR BoatinG's Market Place will put you in touch with a buyer. (See advertising rates on page 88.)

FOR SALE—One 1922 Elto factory overhauled 1925 and used only twice in the summer. New Carburetor and Propeller Pump. Tools and new Battery \$65.00. One 1924 Elto in excellent condition with new Battery \$85.00. One 1925 Elto run only seven miles—better than a new motor, \$110.00. One 16-ft. Outboard boat, never been used, built by Leyare Boat Works, Round Bottom cedar lapstreak construction all brass and copper fastened, \$125.00. These are all quoted F.O.B. Ogdensburg and subject to prior sale. Edward J. Madill, Ogdensburg, New York.

Raised deck cabin cruiser 25 feet, guaranteed 12-14 h.p. motor; toilet; icebox, all equipment \$750. A. Franke, 383 Madison Ave., New York.

WHO CAN USE an H. E. Standard 6-cylinder 6½x8 in perfect condition? I bought this motor for my boat but because the engine room lacks two inches of the necessary space, I cannot install without making extensive structural changes in the boat. Will sacrifice. Alfred Walker, 100 West 59th St., New York, N. Y.

FOR SALE—Modern building, heated and sprinkled, 16,858 sq. ft., floor space. Has a good waterfront on Long Island Sound. Suitable for Machine, Yacht or Boat building. For further particulars address Box 180, Motor Boating.

ONE W-5 6-cylinder, 8"x11", 125 H.P. at 450 R.P.M. Heavy Duty Winton Engine, built in 1922. Weight 5 tons. Shaft, propeller wheel and all fittings with two extra magnetos. Engine overhauled in 1926. Two copper gasoline tanks, each 500 gallons capacity. Lot of spare parts. One 7½ KW Winton generator set, 110 volt, new summer 1925. One slate panel switchboard. Apply for price and further particulars from Consolidated Shipbuilding Corporation, Morris Heights, New York.

RUNABOUT, V-bottom, mahogany, batten seams, 23'x35', complete, in very good condition. No engine. Now in Atlantic City. \$350.00. J. H. Russell, 762 S. 51st St., Philadelphia, Pa.

CLASS "A" Noank Racing Sloop, practically new. Inquire D. B. Roberts, P. O. Box 1341, Hartford, Conn.

FOR SALE—28-ft. runabout, 35 H.P. Sterling motor; speed, 20 miles; fine condition. Price reasonable. J. C. Wood, 286 Washington St., New York City.

SPEED BOAT FOR SALE—Custom Build, mahogany family runabout, 26 ft. x 6 ft., Hacker type, Hull all copper and brass fastened, best grade salt water equipment with the famous F6-Scripps, brand new August, 1925, electric starter and lights. Four comfortable swinging water-proof upholstered chairs, cushions to match for back seat. Seats seven nicely. Ideal boat for man wanting 20-25 miles with thorough reliability. Price \$2,500.00. No offers. Only reason for selling, have bought larger, faster boat. Geo. H. Krier, 814 E. 94th St., Bklyn., Phone Skidmore 6840.

SNAPPY RUNABOUT—Just like new, 22 ft., 60 horse power Wisconsin Motor. A very noteworthy 22-mile an hour Toppan pleasure boat. Double cockpit, seating capacity 8. Excellent buy, owner getting larger boat. Corwin Wicksham, 100 Inman St., Cambridge, Mass.

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Yard & Shop

(Continued from page 70)

Red Wing Engines in Far North

Even though Alaska is generally considered to be frozen over for the greater part of the winter, motor boats are used whenever possible, and particularly during the open season. Carl Loman, more familiarly known as the Reindeer King of Alaska has just placed a K K Red Wing engine in service at his Reindeer Station at Golovin, Alaska. Alexander Allen also has installed a model AA Red Wing in a surf boat, which is used for landing passengers at the port of Nome. Since there is no harbor at Nome, passengers must be landed from all steamers in boats of this kind, and they are called on to perform their duties under all conditions of weather. An installation which is probably the furthest northern use of a marine engine is at Herschel Island, in the Arctic Ocean. Captain T. Peterson uses a Red Wing engine there in following his fur trading activities.

Lockwood-Ash Expands Production

The popularity of the New L-A Twin Rowboat Motor has already become so evident through the numerous orders placed by dealers for Spring delivery, that greater production facilities are being provided.

A Test House is under reconstruction and new facilities for assembly and finishing are being provided adjacent to it so that greater space inside the main building is available for other operations.

These changes, with new tooling and rearrangement of departments, will make possible twice the production of the past.

Breaking Records

M. W. Bartlett, President of the Splitdorf Electrical Company, reports a steady increase in magneto business in all industries where the self contained form of ignition is paramount. "From road making machinery to motor boats the magneto business is better today than it has been for several years," says Mr. Bartlett.

"And it is only natural that we are proud of the record performance of Splitdorf magnetos when the Smiling Dan III established the world's record of 40.45 miles per hour for the 151 class of hydroplane, in trials conducted by the Pacific Coast Association under the Mississippi Valley Power Boat Association rules.

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Miami Beach Is Calling You

to share its wealth of happiness and health in homes, apartments and hotels unsurpassed in any other resort in the world.

Miami Beach Is Calling You

to dance out of door in midwinter under swaying palms in tropical tea gardens, and 'neath starlit Southern skies, on rose-bowered roofs, as down the moonlight on the Bay moves Love in a gondola, a bit of old Venice, gondolier and all.

Miami Beach Is Calling You

to recreation—Golf, Polo, Tennis, Motor Boating, Yachting, Fishing, and all sorts of fun in the playground of society.

But Most Important of All

Miami Beach Is Calling You

not only to play but to STAY down by the sea, where the coconuts grow and where all the year through it's Joyous June.

MIAMI BEACH
CHAMBER OF
COMMERCE



America's Leading Marine Engine Builders

(Continued from page 62)

Fay & Bowen Engine Co. Geneva, N. Y.

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Carburetor
Gobest	14	2-13/16x4	4	4	1600	365	.....	.....	Northeast.....	Battery or magneto.....	.....
LC-41	27	3 1/2 x 4 1/2	4	4	1600	560	.....	Paragon.....	Northeast.....	Battery or magneto.....	.....
LN-42	45	4 1/4 x 5 1/2	4	4	1400	900	.....	Paragon.....	Northeast.....	Magneto .....	.....
LNA-42	45	4 1/4 x 5 1/2	4	4	1400	700	.....	Paragon.....	Northeast.....	Magneto .....	.....
LN-43	40	4 1/4 x 5 1/2	4	4	1000	950	.....	Paragon.....	Northeast.....	Battery or magneto.....	.....
LNS-43	60	4 1/4 x 5 1/2	4	4	1400	750	.....	Paragon.....	Northeast.....	Magneto .....	.....

Gray Marine Motor Company Lafayette and Canton Avenues, Detroit, Mich.

GRAY

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
O.....	5	3 1/4 x 4 1/4	1	4	1000	165	Splash.....	Joes.....	Bosch.....	Bosch.....	.....	Schebler
U.....	8	3 1/2 x 3 1/2	2	2	800	138	Splash.....	Joes.....	Bosch.....	Bosch.....	.....	Schebler
V.....	35	3 1/2 x 5	4	4	1000	550	Pressure.....	Joes.....	Bosch.....	Bosch.....	.....	Schebler
Z.....	20	3 1/2 x 4	4	4	1500	390	Splash.....	Paragon.....	Bosch.....	Bosch.....	.....	Schebler
B.....	16-20	3 1/2 x 4	4	4	1200	300	Splash.....	Joes.....	Bosch.....	Bosch.....	.....	Schebler
50.....	35-50	4x5	4	4	1000	900	Force feed.....	Joes.....	Bosch.....	Bosch.....	.....	Schebler
70.....	45-70	4 1/4 x 5 1/2	4	4	1000	1400	Force feed.....	Joes.....	Bosch.....	Bosch.....	.....	Schebler
6A.....	75	4x5	6	4	300-2600	850	Force feed.....	Par. Cross	Remy.....	Remy.....	.....	Schebler

Hall-Scott Motor Car Company 461 Eighth Avenue, New York City

HALL-SCOTT

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
HSM-4... 50-70	4 1/4 x 5 1/2	4	4	1200-1800	1250	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Zenith	Zenith
HSM-6... 75-100	4 1/4 x 5 1/2	6	4	1200-1800	1590	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Zenith	Zenith
HSR-4... 60-70	4 1/4 x 5 1/2	4	4	600 or 900	1750	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Zenith	Zenith
HSR-6... 90-100	4 1/4 x 5 1/2	6	4	600 or 900 of propeller	2200	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Zenith	Zenith
LM-4.... 125	5x7	4	4	1700	1200	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Miller	Miller
LM-6.... 200	5x7	6	4	1700	1500	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Miller	Miller
LM-6A... 250	5x7	6	4	2000	1095	High pressure..	Paragon..	Delco..	Delco.....	Champion.....	Miller	Miller

Hallett Manufacturing Co. Los Angeles, Calif.

HALLETT

Model	Horse Power	Bore and Stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor
H4.....	8	2 1/4 x 2 1/4	4	4	2500	190	Splash.....	.....	Own.....	Splitdorf Mag	Bethlehem	Stromberg.....

Hill Diesel Engine Co., Lansing, Mich.

HILL DIESEL

Horse Power	Bore and Stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Ignition System	Reverse Gear	Starting Device
6-8	4 1/4 x 8	1	4	550	1400	Force Feed.....	Compression.....	Joes.....	Hand
12-14	4 1/4 x 8	2	4	550	1900	Force Feed.....	Compression.....	Joes.....	Air
18-22	4 1/4 x 8	3	4	550	2500	Force Feed.....	Compression.....	Joes.....	or Electric
25-30	4 1/4 x 8	4	4	550	3000	Force Feed.....	Compression.....	Joes.....	or Electric
50-75	6x10	4	4	500-900	4900	Force Feed.....	Compression.....	Joes.....	or Electric
75-125	6x10	6	4	500-900	7800	Force Feed.....	Compression.....	Joes.....	or Electric

Johnson Motor Products, Inc. 518-522 West 57th Street, New York, N. Y.

GLOBE

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
D12.....	450	5x7	12	4	1850	1250	Double force..	Special....	De Jon....	Delco.....	A. C.....	Zenith
Globe....	500	5x7	12	4	2000	1500	Pump.....	Paragon...	Paragon...	Delco.....	A. C.....	Zenith

Jule Motor Corp. Syracuse, N. Y.

JULE

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
50.....	50	4x4 1/4	4	4	2000	590	Full pressure..	Own.....	Owen-Dyneto	Am. Bosch	.....	Zenith
100.....	100	4x4 1/4	8	4	2000	846	Full pressure..	Own.....	Owen-Dyneto	Am. Bosch	.....	Zenith

Kermath Manufacturing Company 5890 Commonwealth Avenue, Detroit, Michigan

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
3.....	3	3 1/4 x 4	1	4	800	175	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
4.....	4 1/2	3 1/2 x 4	2	4	800	300	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
6.....	6 1/2	3 1/2 x 4	2	4	800	325	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
8.....	8 1/2	4x4	2	4	800	345	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
12.....	12	3 1/2 x 4	4	4	1200	470	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
16.....	16	3 1/2 x 4	4	4	1200	500	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
20.....	20	4x4	4	4	1200	535	Pump & Splash..	Own.....	Bosch.....	Bosch.....	Champion.....	Kingdon
35.....	35	4 1/4 x 5 1/2	4	4	1200	950	Pressure.....	Paragon...	Bosch.....	Bosch.....	Champion.....	Schebler
50.....	50	4 1/4 x 5 1/2	4	4	1500	690	Pressure.....	Paragon...	Bosch.....	Bosch.....	Champion.....	Schebler
70.....	70	4 1/4 x 5 1/2	4	4	1800	690	Pressure.....	Paragon...	Bosch.....	Bosch.....	Champion.....	Schebler
65.....	65	4 1/4 x 5 1/2	6	4	1200	1500	Pressure.....	Paragon...	Bosch.....	Bosch.....	Champion.....	Schebler
100.....	100	4 1/4 x 5 1/2	6	4	1800	1075	Pressure.....	Paragon...	Bosch.....	Bosch.....	Champion.....	Schebler

The Loew Manufacturing Co. Madison Ave. & W. 90th St., N. W., Cleveland, Ohio

LOEW

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting Device	Ignition system	Carburetor
LKD	50-90	4 1/4 x 5 1/2	6	4	1800	1260	Pressure.....	Joe's.....	Leece-Neville.....	Robert Bosch.....	Schebler
LKM	120	6 x 9	6	4	600	3000	Pressure.....	Joe's.....	Leece-Neville.....	Robert Bosch.....	Schebler
LKM	90	6 x 9	6	4	600	4000	Pressure.....	Joe's.....	Leece-Neville.....	Robert Bosch.....	Schebler
LKB	25-40	3 1/4 x 5 1/2	4	4	1400	820	Pressure.....	Joe's.....	Leece-Neville.....	Robert Bosch.....	Schebler

Lockwood-Ash Motor Company Cor. Jackson and Douglas Streets, Jackson, Mich.

L-A

Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Ignition System
24	24	3 1/4 x 3 1/4	1	2	900	110	In fuel.....	Battery or Magneto
24	24	4 x 4	1	2	900	135	In fuel.....	Battery or Magneto
68	68	3 1/2 x 3 1/2	2	2	1000	160	In fuel.....	Battery or Magneto
68	68	4 x 4	2	2	1000	210	In fuel.....	Battery or Magneto
41	41	3 1/4 x 4	1	4	1000	160	Force feed.....	Battery or Magneto

(Continued on page 100)

**Power-Speed
Quick Starting
Easy Control
Light
Weight**



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**CAILLE 5 Speed
DETROIT
Twin**

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It is the only motor built with a reversible propeller that gives you speed variations forward or backward without jerks or injury to the boat and without adjusting the timing lever. Provides a high speed forward, trolling speed, slow reverse, fast reverse and a neutral which permits you to leave the motor run while the boat stands still — like leaving your car at the curb with the motor idling. And it's the only motor built with

Dual Ignition

Enables you to start your motor quickly and easily with batteries in any weather. Then, by simply withdrawing a plug, the motor continues to run on the hot, snappy spark generated by the magneto. It's so simple, so easy to change from battery to magneto or vice versa and so comforting to know you always have an auxiliary ignition system.

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The NEW AC SPARK PLUG

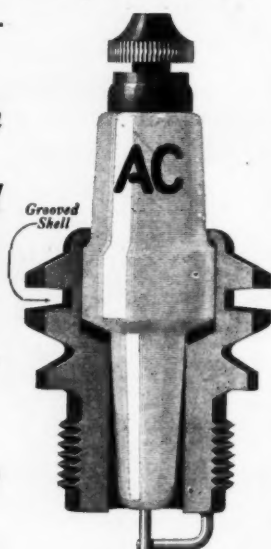
The new AC Spark Plug embodies the greatest advance made in spark plug construction in years. It incorporates—

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A better insulator core

A better glaze



Delivering the spark in high powered speed-boat engines is about the most exacting task that a spark plug can be asked to perform, as it means a continuous run with wide open throttle and full load.

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Likewise, foremost automotive engineers specify AC Spark Plugs as standard equipment for the very good reason that they perform best.

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U. S. Pat. No. 1,135,727, April 13, 1915; U. S. Pat. No. 1,216,139, Feb. 13, 1917. Other Patents Pending

Fitting Out for the Auxiliaries

(Continued from page 22)

and painting, which come later.

If you are a fortunate skipper and have a real working crew (not just a sailing crew), then you can divide the work so that someone can scrape spars and the like, while someone else takes the general repair jobs—and thus get the dirty work over in short order.

From my own experience, I have found that putting the motor in condition before inside painting and freshening up is begun, saves time in the end.

Right here I am going to digress long enough to slip in a word to motor manufacturers who make power plants for use in sailing vessels. I do wish some manufacturer of motors would devote a little more thought and attention to this field.

In the first place the lines of a sailing vessel are of course laid down by her designers so that the boat will give the best account of herself under sail. Thus the type of hull must of necessity differ considerably from the hull lines for motor boats.

While some marine motor manufacturers have made very suitable power plants for installation in sailing hulls, there is still considerable room for improvement. A study of the space available in sailing vessels of various types would, I am sure, cause motor manufacturers to produce a more easily adaptable product.

Moreover, the conditions under which a motor operates in a sailing vessel are oftentimes vastly different from those in a motor boat. For example, there are occasions when, beating against head winds and tide to make harbor, the skipper of an auxiliary will start his kicker, the better to pinch her and make more out of each tack.

A sailing vessel under sail in these conditions is heeling or leaning over to one side, owing to the pressure of the wind on the sails. Obviously, a motor running under these conditions is doing so at a constant angle; I have experienced several instances where oiling systems, for example, which would work satisfactorily in motor boats, would not operate satisfactorily in a sailing vessel under sail, due to the fact that the base of the motor was at a constant angle. Moreover, I have observed several motor installations in sailing vessels which could not be used at all when the boat was under sail, because the water intake would be out of water when the hull of the boat was only inclining at a slight angle.

But enough—there is subject matter here for a lengthy discussion, and we are getting away from our main thought, that of putting the boat in commission.

So much has already been written about putting motors in condition, that I will pass over these many details, and in like fashion I will refrain from discussing the many-sided question of what paints or varnishes give the best results. Most of us have our own pet ideas which we have learned by experience. All I will say is that in the long run the rule, the best is none too good, is a good one to follow. Cheap make-shift substitutes are never satisfactory.

This is particularly true of boats sailing the salt seas. Here boats are constantly affected by the corrosive action of the salt, and to properly withstand this condition, good materials must be used throughout. This goes for paints, varnishes, marine hardware fittings, rigging—in short, for everything about the boat.

It almost seems unnecessary to advise boatmen of any description to do their work carefully and neatly, in order that the job may be a treat to look at, rather than an eye sore. Give your varnish and paint work time enough to set between coats if you don't want blisters and crumbling later on in the season.

There are two important things to remember before we slip the good ship down the ways and start bending sails:

Be sure you overhaul your good tackle thoroughly. If your boat is to lay to a permanent mooring during the season, see that the links in the chain and the shackles are sound. It is also a good rule to replace the old manila buoy cable each season, even though the old one looks pretty good. A chafed strand sometimes does not look weak, but once it has started, you may suddenly find that your boat is laying to a cable which has only half of its original holding strength.

Another good thing to remember before going overboard is that your boat has dried out more or less during the time on shore. Of course, this depends somewhat upon how early you get overboard, but if you don't want to keep the pumps working overtime for the first twenty-four or thirty-six hours immediately after launching, have the plugs replaced and fill the bilge with water. Do this a day or two before you slip her off the ways—it helps to swell up the seams

(Continued on page 114)

at MIAMI BEACH

the Gamesters of the Seas

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Nautilus . Flamingo . Lincoln . King Cole
MIAMI BEACH, FLORIDA



America's Leading Marine Engine Builders

(Continued from page 96)

H. L. Brownback & Associates 17 Battery Place, New York, N. Y.											
Model	Horse Power	Bore and Stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse Gear	Star. Dev.	Ignition System	Carburetor
.....	42	4x5	4	4	1500	570	Pressure....	Planetary....	Bosch.....	Bosch.....	Zenith or Schebler
.....	50	3 1/4x4 1/2	6	4	1800	690	Pressure....	Planetary....	Bosch.....	Bosch.....	.....
.....	68	3 1/8x4 1/2	8	4	1800	790	Pressure....	Planetary....	Bosch.....	Bosch.....	.....
.....	75	3 3/16x4 1/2	8	4	1800	810	Pressure....	Planetary....	Bosch.....	Bosch.....	.....

Maybach Motor Company 253 West 57th Street, New York City											
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Starting device	Ignition system	Spark plugs	Carburetor
S-1	65	3 1/4x5 1/2	6	4	1800 Motor	1200	Force feed...	German Bosch..	Ger. Bosch..	Ger. Bosch..	Own
S-2	70	3 1/2x5 1/2	6	4	1800-2000	1150	Force feed...	(Reversible)	Ger. Bosch..	Ger. Bosch..	Own
VL-1	450	5 1/2x7 1/2	12	4	1400	2250	Force feed...	compr. air)	None	None	Inject valve
Diesel G-4... ..	150	5 x7	6	4	1300	2650	Force feed...	Compr. air.....	None	None	Inject valve

Mianus Sales Corporation 165 Broadway, New York City											
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse Gear	Starting device	Ignition system	Spark plugs
A	3	4 x4	1	2	550	175	.....	.....	Hand ...	Make & Break	Schebler
A	5	4 1/2x5	1	2	500	280	.....	.....	Hand ...	Make & Break	Schebler
A	7 1/2	5-9/16x6	1	2	450	415	.....	.....	Hand ...	Make & Break	Schebler
A-2	6	4 x4	2	2	550	300	.....	.....	Hand ...	Make & Break	Schebler
P	10	4 1/2x5	2	2	500	465	.....	.....	Hand ...	Make & Break	Schebler
A-2	15	5-9/16x6	2	2	450	750	.....	.....	Hand ...	Make & Break	Schebler
44	25-40	4 x5	4	4	850-1400	950	Force feed...	Paragon B	.....	Eisemann H-	Schebler
N	7 1/2	5-5/16x7 1/2	1	2	550	1570	Mechanical..	Joes	Hand ...	F Magneto....	Bethlehem...
N	15	5-5/16x7 1/2	2	2	550	1775	Mechanical..	Joes	Air	Compression ..	.....
N	22	5-5/16x7 1/2	3	2	550	2760	Mechanical..	Joes	Air	Compression ..	.....
P	18	7 1/4x9 1/2	1	2	400	3200	Mechanical..	Joes	Air	Compression ..	.....
P	35	7 1/4x9 1/2	2	2	400	4665	Mechanical..	Joes	Air	Compression ..	.....
P	50	7 1/4x9 1/2	3	2	400	6055	Mechanical..	Joes	Air	Compression ..	.....
P	70	7 1/4x9 1/2	4	2	400	7440	Mechanical..	Joes	Air	Compression ..	.....
P	100	7 1/4x9 1/2	6	2	400	11500	Mechanical..	Joes	Air	Compression ..	.....
D-R	100	7 1/4x9 1/2	6	2	400	11000	Mechanical..	Reversible ..	Air	Compression ..	.....

Millers Motor Corporation 2329-2331 North Talman Avenue, Chicago, Ill.											
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs
F-1	4	4 1/2x5	1	4	600	400	Drip and splash..	Own.....	Crank.....	Optional....	Champion...
I-1	6	5 1/2x6	1	4	500	500	Drip and splash..	Own.....	Crank.....	Optional....	Champion...
F-2	10	4 1/2x6	2	4	600	600	Pump	Own.....	Crank.....	Optional....	Champion...
I-2	14	5 1/4x6 1/2	2	4	500	750	Pump	Own.....	Crank.....	Optional....	Champion...
D-4	20	2 1/2x8	4	4	1500	350	Pump	Own.....	Crank or electric..	Bosch	Champion...
E-4	20	3 1/2x5	4	4	1000	650	Pump	Own.....	Crank or electric..	Bosch	Champion...
E-6	35	3 1/2x5	6	4	1250	850	Pump	Own.....	Crank or electric..	Bosch	Champion...
F-4	22	4 1/2x6	4	4	800	1200	Pump	Own.....	Crank or electric..	Bosch	Champion...
I-4	30	5 1/2x6	4	4	700	1500	Pump	Own.....	Crank or electric..	Bosch	Champion...
R-4	35	5 1/2x7 1/2	4	4	550	1900	Pump	Own.....	Crank or electric..	Bosch	Champion...
S-4	50	6 x9	4	4	450	2700	Pump	Own.....	Crank or electric..	Bosch	Champion...

Murray & Tregurtha Plant, Atlantic, Mass.											
Model	Horse Power	Bore and Stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse Gear	Star. Dev.	Ignition System	Spark Plug
D-2....	15	5 1/2x7	2	4	450	1200	Force Feed..	Own.....	Hand....	Mag. or Bat.....	Rajah.....
D-4....	35	5 1/2x7	2	4	350	1500	Force Feed..	Own.....	Hand....	Mag. or Bat.....	Rajah.....
E-2....	20	6 1/2x8	2	4	425	1600	Force Feed..	Own.....	Hand....	Mag. or Bat.....	Rajah.....
E-3....	35	6 1/2x8	3	4	500	2200	Force Feed..	Own.....	Hand....	Mag. or Bat.....	Rajah.....
E-4....	50	6 1/2x8	4	4	500	2600	Force Feed..	Own.....	Hand....	Mag. or Bat.....	Rajah.....
E-6....	75	6 1/2x8	6	4	550	3500	Force Feed..	Own.....	Air.....	Mag. or Bat.....	Rajah.....
L-4....	60-80	6 1/2x8	4	4	600-700	2600	Force Feed..	Own.....	Air.....	Mag. or Bat.....	Rajah.....
L-6....	100-125	6 1/2x8	6	4	650-750	3500	Force Feed..	Own.....	Air.....	Mag. or Bat.....	Rajah.....
H-6....	200	7 1/2x10	6	4	800	6000	High Pressure	Own.....	Hand or Air	Mag. & Bat.....	Rajah.....
F-4....	70	7 1/2x10	4	4	425	4200	Force Feed..	Own.....	Hand....	Mag. & Bat.....	Rajah.....
G-4....	85	8 1/2x11	4	4	350	5000	Force Feed..	Own.....	Hand....	Mag. & Bat.....	Rajah.....
G-5....	110	8 1/2x11	5	4	350	5500	Force Feed..	Own.....	Air.....	Mag. or Bat.....	Rajah.....
G-6....	150	8 1/2x11	6	4	350	6300	Force Feed..	Own.....	Air.....	Mag. or Bat.....	Rajah.....
K-6....	300	6 1/2x7 1/2	6	4	1650	2100	High Pressure	Own.....	Electric.	Double Bat.....	Rajah.....
J-6....	400	7 1/2x9	6	4	1400	3600	High Pressure	Own.....	Electric.	Double Bat.....	Rajah.....

The New London Ship & Engine Co. Groton, Conn.											
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse Gear	Star. Dev.	Ignition System	Operating Cycle
120V4FS	Direct	Reversible.....	120	9 x12 1/2	4	350	18100	Forced feed.....	.....	.....	Air injection
180V6FS	Direct	Reversible.....	180	9 x12 1/2	6	4	350	20500	Forced feed.....	.....	Air injection
240V8FS	Direct	Reversible.....	240	13 x18	8	4	350	30700	Forced feed.....	.....	Air injection
220V4FS	Direct	Reversible.....	220	13 x18	4	4	240	41000	Forced feed.....	.....	Air injection
330V6FS	Direct	Reversible.....	330	13 x18	6	4	240	35200	Forced feed.....	.....	Air injection
440V8FS	Direct	Reversible.....	440	13 x18	8	4	240	75500	Forced feed.....	.....	Air injection
6GV24	Direct	Reversible.....	600	16 1/2x24	6	4	255	120000	Forced feed.....	.....	Mech. inj.
6M115	Direct	Reversible.....	200	10 1/2x15	6	4	300	15500	Forced feed.....	.....	Mech. inj.
6M118	Direct	Reversible.....	300	12 x18	6	4	260	47140	Forced feed.....	.....	Mech. inj.
6M122	Direct	Reversible.....	450	14 1/2x22	6	4	225	67500	Forced feed.....	.....	Mech. inj.

New Jersey Motors, Inc. Keyport, N. J.											
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug
7	15	3 1/4x4	4	4	950	500	Force feed gear pump and splash	Joe's	NJM pat. Rear hand or Electric	Atwater Kent Type H or Robt. Bosch ZU4	Rajah
8	20	3 1/4x4	4	4	1450	550	Force feed gear pump and splash	Joe's	NJM pat. Rear hand or Electric	Atwater Kent Type H or Robt. Bosch ZU4	Schäbler

(Continued on page 108)

Florida Winners!

CLASS OF SERVICE		SYMBOL
TELEGRAM		BLUE
DAY LETTER		NITE
NIGHT MESSAGE		N L
NIGHT LETTER		N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

Form 1993

CLASS OF SERVICE	SYMBOL
TELEGRAM	BLUE
DAY LETTER	NITE
NIGHT MESSAGE	N L
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

Received at Ellicott Square Bldg. Buffalo, N.Y. TAMPA, FLA. MARCH 8th. 1926

ENTERPRISE OIL COMPANY, INC.
BUFFALO, N. Y.

MANY CONGRATULATIONS ON WONDERFUL RESULTS SHOWN BY DUPLEX OIL IN RACING BOATS AT TAMPA NATIONAL REGATTA. I NEVER ATTENDED A REGATTA BEFORE WHERE LUBRICATION AND BEARING TROUBLE DID NOT INTERFERE SERIOUSLY WITH HOLDING RACES. ALL BOATS USING DUPLEX OIL CAME THRU ONE HUNDRED PERCENT PERFECT. AGAIN CONGRATULATIONS.

C. F. CHAPMAN, CHAIRMAN.

DUPLEX MARINE ENGINE OIL Cleans Up at Tampa and Palm Beach

A GAIN the first boats to cross the line ran on Duplex Marine Engine Oil—the new marine engine lubricant that is creating new records wherever used because it is specifically made for the exacting requirements of marine service.

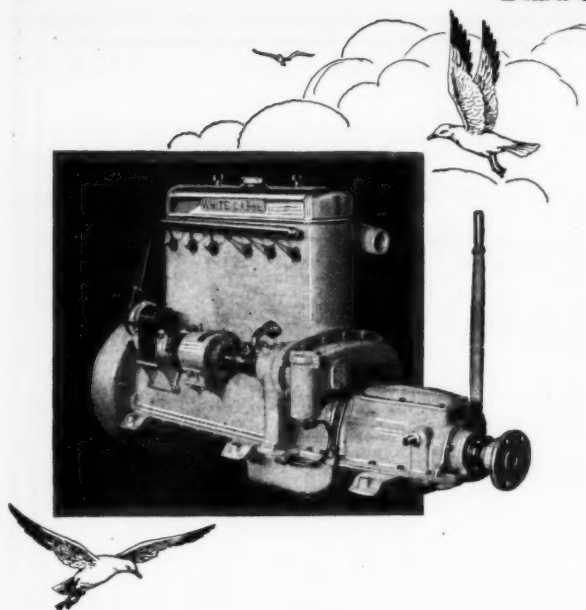
"Duplex is making a big hit in Florida this winter," wired C. F. Irsch, as soon as his boat captured the Junior Gold Cup at the Tampa Regatta. "Performance was splendid from start to finish," wired W. J. Connors, Jr., after winning the Bradley Gold Challenge Cup at Palm Beach.

Isn't it time that you know about this wonder oil which is receiving so much attention by motor boat enthusiasts all over the country? Write today for the Duplex booklet and oiling chart, telling us the name of your engine and boat maker so that we can give you the right recommendations for your boat.

ENTERPRISE OIL COMPANY, Inc.
Marine Department, 162 Chandler Street
BUFFALO, N. Y.

Order Kasson today, the only waterproof grease you can absolutely rely upon to stop the leaks around your water pump, stern bearings, stuffing boxes and bilge pumps. Just send 50c. for pound can. (60c. on Pacific Coast.) C. O. D. 12c extra.

Marine Dealers—Start the season with Duplex Marine Engine Oil and Kasson Waterproof Grease and you will be surprised the volume of repeat sales you will have on both products. Write for the Duplex proposition while it is still available in your territory.



Lively Power!

IF you like life and pep—as well as sureness—with your boat power, you'll like White Cap.

For in this great line of motors (fours and sixes) the smooth eagerness of the fine motor car supplements the sturdy certainty which safe marine power demands.

This season, get the White Cap facts and figures before "tune-up time."

Boat Builders: Do you know that standardizing on White Cap power pays—in cash? It does! Get the facts.

WISCONSIN MOTOR MFG. CO.
Milwaukee Wisconsin

**MORE
POWER**



White Cap Fours, Sixes and the sturdy "A-M" deliver "More Power per Cubic Inch"—a dividend to you on fine engineering and precision shop practice.

WHITE CAP

"4" and "6"

There's Nothing To It.

(Continued from page 28)

barometer is called a high; that having a low barometer, a low. If the difference between the two is great enough, a whole gale will result. The Weather Bureau furnishes daily a chart showing these highs and lows. These charts are usually exhibited in postoffices, in public buildings. Many yacht clubs receive them. And it would be well for the skipper who is contemplating an off-shore cruise to study these a bit that he may estimate the possibility of meeting with high winds.

The motor boatman anchored near shore will probably notice that the breeze is usually toward the land during the day time and away from the land at night. This is because the land warms quicker than the sea, the warm air rises and the cool air from the sea flows in. The land also cools quicker; so at night the flow of air is from land to sea. The sea breeze begins in the morning, usually between nine and eleven, as the land warms. In the late afternoon it dies away; then in the early evening the change takes place and during the night the breeze blows gently out to sea.

This change, however, is almost local; that is, the area affected is not more than thirty miles on and off shore. It is a balancing process that takes place with remarkable regularity unless interrupted by winds of cyclonic origin. If the motor boatman observes in the late afternoon that the breeze does not die out as usual, to spring up later and shift from land to sea, he may rest assured that some disturbance has taken place; he can well look to his barometer for it is more than likely that a storm is in the making somewhere.

The motor boatman will find observations of sunrise and sunset of great assistance in determining tomorrow's weather; possibly he'll find easier the sunset observation.

If the sun goes down to the horizon clear-cut and red in a golden sky, it is a pretty sure indication of continued fair weather. If, however, the sun rises red in color, then it is a forecast of weather trouble. From this we have the rhyme,

Red at night
The sailor's delight
Red in the morning
The sailor's warning.

We now come to an important part of this study of weather; consideration of cloud formation.

The cirrus cloud is usually the highest from the horizon and may or may not be an indication of rain. Cirrus clouds are usually detached, delicate and fibrous looking, taking the form of feathers, generally of a white color, sometimes arranged in belts which cross a portion of the sky in great circles, apparently converging toward one or two opposite points of the horizon. If these clouds dissolve it means a continuance of fair weather; if the feathers, so to speak, show a tendency to curve upward, if the clouds increase in number and gather, they form:

Cirro-Stratus clouds, which may make the second step toward a storm. Cirro-stratus clouds form a thin, whitish sheet that usually covers the sky; or they may give the sky the appearance of a tangled web. These clouds frequently produce halos around the sun and moon. They form nearer to the horizon than cirrus clouds. Sometimes these clouds form what is termed a mackerel sky.

Cirro-Cumulus clouds are a development of the cirro-stratus. These are small globular masses or white flakes having no shadows, or very slight shadows, and arranged in groups and often in line. When these gather and move toward the horizon, we have,

Alto-Cumulus clouds which resemble the cirro-cumulus formation. The globular masses are now larger, however, white or grayish in color, partly shaded and arranged in groups or lines. Oftentimes these clouds are so closely packed that their edges appear confused.

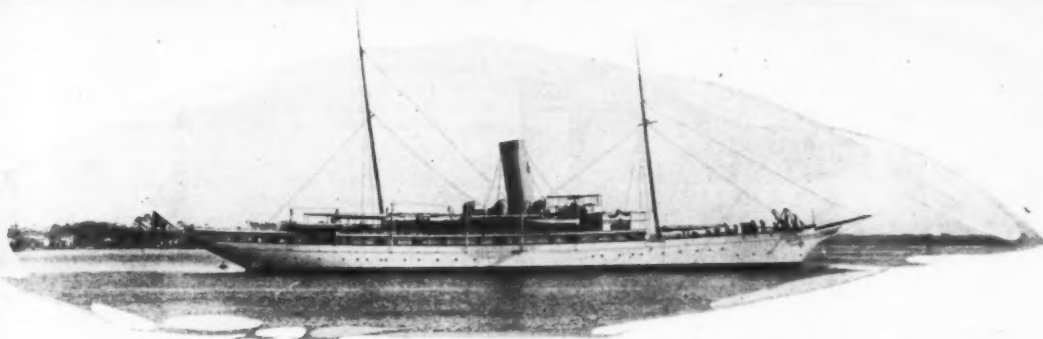
Alto-Stratus. When the alto-cumulus formation thickens until a thick sheet of gray or bluish color is observed, showing perhaps a brilliant patch in the neighborhood of the sun or moon, the clouds are called alto-stratus and are a very sure indication of rain. These clouds form lower than the alto-cumulus.

Strato-Cumulus clouds are large globular masses or rolls of dark cloud, frequently covering the whole sky and giving to it a wavy appearance. Sometimes a patch of blue sky is visible through these clouds. Just so long as these clouds present a globular or rolled appearance there is little likelihood of rain.

Nimbus clouds are rain clouds. These form a thick layer. They are dark, without definite shape, have ragged edges and lie close to the horizon.

Cumulus clouds, sometimes termed fair weather clouds, are the cottony clouds we see. Their upper surfaces are

(Continued on page 104)



The Finest Pleasure Craft
that Come to Florida
will Visit

Jacksonville

Venetia

Florida

Jacksonville's Quality Suburb
and
"Jewel of the St. Johns"

and this Corporation respectfully requests the privilege of addressing you with a personal communication calling to your attention the St. Johns River Channel Depths as given by the U. S. COAST AND GEODETIC SURVEY, off VENETIA, less than a mile up the St. Johns River from the CITY OF JACKSONVILLE, FLORIDA.

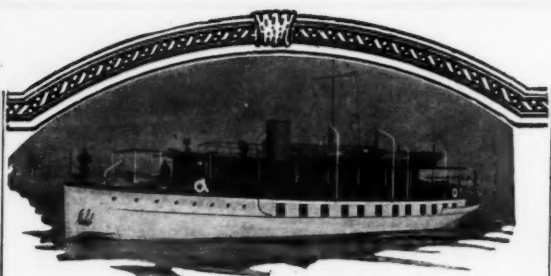
Our reply will tell you about the 25-foot channel that leads from the river channel to the VENETIA YACHT BASIN where the Florida Yacht Club is building its palatial Italian club house. VENETIA'S YACHT BASIN is 400 feet wide and half a mile long carrying 20 feet of water at its entrance to 15 feet at its head. The St. Johns River is navigable for the largest yachts from Venetia to the Atlantic Ocean.

The RESIDENTIAL WATERWAYS of VENETIA, connecting directly with this Yacht Basin, have been cut from 70 to 250 feet wide with at least 15 feet of water for the smaller pleasure craft.

For yachtsmen who would be interested in a North Florida residence of the better type, 36 hours by rail out of New York and Chicago, the WATERWAYS OF VENETIA and their approach for the larger yachts, holds many practical advantages as well as all of Florida's alluring charms.

A personal letter and a packet of unretouched photographs will be of interest to you, if requested from the

Consolidated Development and Engineering Corporation
Jacksonville, Florida



92-ft. Houseboat "TROUBADOUR"

Mr. Webb Jay's Wonder Boat

Mr. Webb Jay takes little for granted; he wanted to see what the Mathis-designed and -built houseboat Troubadour would do outside, with comfort to his guests. His party of six, and the whole crew, were astounded to realize that despite December seas it had made the whole distance from Morehead City down to Fernandina in 34 hours. **For there had been no sacrifice of comfort.**

Just as surprising to the party of six in the guest quarters and the crew was the 24-hour record between St. Augustine and Miami—an outside run, because dredging blocked the inside route.

If you want more detailed information regarding this new "wonder boat" type of houseboat, rivaling yachts in speed and seaworthiness, yet possessing a degree of comfort to which no yacht of less than 115-ft. length can aspire, we shall be glad to furnish it.

MATHIS YACHT BUILDING CO.

Specialists in Houseboats and
Cruisers from 40 to 120 ft.

Cooper's Point

Camden, N. J.

There's Nothing To It

(Continued from page 102)

dome shaped while the bases are horizontal. They are fair weather clouds until they increase in size, and darken; and then, if in back of them there appears a gray curtain you may be sure that you are in for a summer shower.

The Cumulus-Nimbus is the thunder cloud—the thunder head. These form heavy masses that rise in the form of mountains or anvils and generally are directly over a mass of clouds similar to nimbus.

There is no need for the motor boatman to be caught in a bad storm or blow unless that is his wish. For there are indications a-plenty for him if he will only observe them; usually the more severe the approaching storm, the more plentiful the advance signs. Nature here is good to the amateur skipper, for she sends her advance agent well ahead that all who can observe will be warned. The wonder is that more people do not observe!

Now let us suppose that you are anchored in some snug harbor; you want to start off on a cruise. You do not mind a shower, but have no desire to ride out a bad storm.

A gentle wind is blowing from the west. The barometer is at 30.10—30.20 and steady. You recall that yesterday's sunset was clear-cut and red; that the sky was golden, showing tints of red and yellow. There are no clouds near the horizon. You observe some cirrus clouds but these have a tendency to dissolve and the feathers turn down. A few cottony cumulus clouds are overhead. Smoke from a chimney on shore rises straight into the air.

Is it safe to start on the cruise? Absolutely! You can bank on clear weather for two or three days.

Suppose, however, you found the wind coming from the northeast, or the south. A tap on the barometer shows a tendency to fall. Cirrus clouds appear well defined, with the feathers turning upward. Nearer the horizon you observe some cirro-stratus clouds, a thin, whitish sheet that covers the sky—or the sky may be a mackerel sky. The sunrise, if you were fortunate to see it, showed a red tinge.

Is it safe to start?

Bad weather is a relative term. What I might call dirty weather you might regard as simply disagreeable. To digress a minute, I remember one day this summer we rode out a fairly good storm. We knew that it was coming and could have made a harbor; but we thought we would keep on going. Two days later I met a friend who had been in the same storm; his course had been just about the same as ours. I was surprised to hear how he regarded the storm; to him, apparently, it was a very severe one. He, in turn, was surprised that we rank land-lubbers were brave enough to ride it out.

So, you see, you are the one to answer the question, is it safe to start? When the conditions are as described, a storm is in the making—no doubt whatever about that. And when it will approach depends upon how quickly the clouds form. And it is for you to decide whether or not you weigh anchor.

Of course, your barometer is the best guide. If it is at 29.70—29.80, if it has fallen rapidly since the last reading, if the wind is in the southeast, watch your step! A severe storm is brewing. If it is, say, three o'clock when you make your observation, and you desire to make a start, go ahead! That is, if your course shows a convenient and protected anchorage for the night. You'll probably make that anchorage before the storm breaks; and, too, you'll probably be forced to remain there two or three days! On the other hand, if you had planned an all night run, with no harbor of refuge on the course, don't start!

That is, unless you are deliberately looking for trouble!

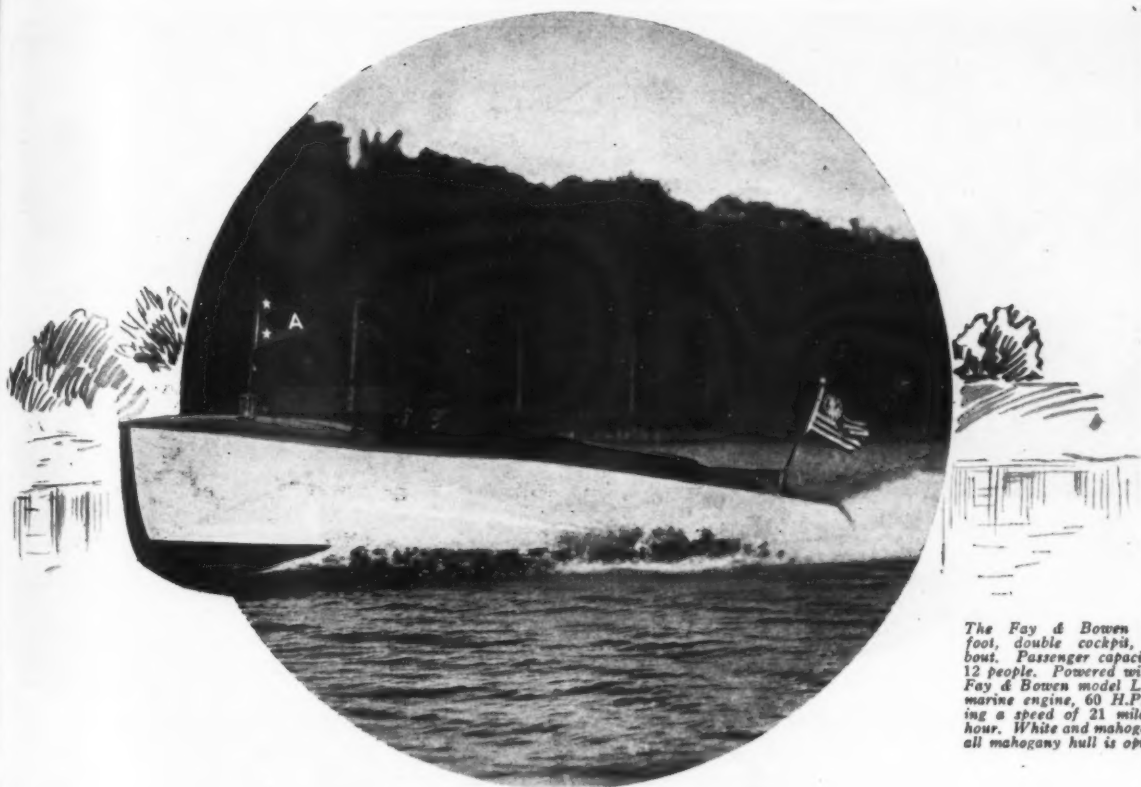
Now we come to rules of the road—and every motor boatman should have a thorough understanding of these.

When the motorist who knows nothing of marine rules of the road, sees in a harbor two or three tugboats, one or more ferry boats, a steamer or two, he wonders that collisions do not occur more often than they do. He pictures a field upon which are an equal number of motorists, these driving their cars this way and that, at all angles, without roads and he knows full well that collisions would be the order of the day.

The reason why the tugs and ferryboats and steamers do not collide is because the rules of the road under which they operate are well defined and clearly understood. Every signal sounded has a definite meaning. It is just as clear-cut a message as if one motorist were to call to another, "I am going to pass you on your left side." After the motorist has had a little experience as a motor boatman he will realize that there is less danger in handling a boat in traffic than there is a car.

When the motor boatman sounds one blast on his whistle

(Continued on page 110)



The Fay & Bowen thirty foot, double cockpit, runabout. Passenger capacity for 12 people. Powered with the Fay & Bowen model LNS-43 marine engine, 60 H.P., giving a speed of 21 miles per hour. White and mahogany or all mahogany hull is optional.

Runabouts of Character

FAY & BOWEN RUNABOUTS are stamped with qualities that are distinctive only of custom built craft of the highest type. There are four models, ranging from a twenty footer to the De Luxe thirty foot double cockpit runabout. Each is handsomely finished, luxuriously upholstered, salt water equipped and has the auto type control.



The Fay & Bowen twenty foot runabout. Big in quality, low in price. Powered with the famous GOBEST marine engine, 14 H.P., giving a speed of 14 miles per hour.

All Fay & Bowen boats are powered with Fay & Bowen marine engines especially designed for each type of runabout. The engines are built in our own factory and are guaranteed by us. The Fay & Bowen warranty covers both the boat and its engine. There is no division of responsibility between boat builder and engine manufacturer.



On the right is the Fay & Bowen Junior runabout, a twenty-four foot all mahogany boat. Speed 17 miles per hour with the Fay & Bowen model LC-41 marine engine.

Write today for descriptive literature of Fay & Bowen runabouts
FAY & BOWEN ENGINE CO.

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Algonac
SALT WATER EQUIPPED

The same quantity production that makes possible the remarkably low price on the Kermath Chris-Craft permits us to sell the same model hull with the Smith-Curtiss motor at a reduction of \$600. Guaranteed speeds of 32 to 35 miles per hour. Write for complete details.

Chris-Craft has set and maintained a price and quality standard for other runabouts to follow. As the heritage of a distinguished line of the world's fastest speed boats, Chris-Craft stands apart—unchallenged. Public acceptance has permitted a distribution never before enjoyed by any runabout builder, and this widespread approval of the Chris-Craft has always maintained a price advantage that at no time compromised with quality. Now you can buy the Chris-Craft, salt water equipped throughout, with the \$2150 Kermath 150 h. p. "six" for \$3500.

Chris Smith & Sons Boat Co.

ALGONAC, MICHIGAN

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LARGEST BUILDERS OF FAST RUNABOUTS

*A Greatly Increased
Production Permits this
Astounding Price Reduction~*

**The Famous Chris-Craft with the
Smith Curtiss Motor is Now**

\$2900 *F. O. B.*
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SALT WATER EQUIPPED

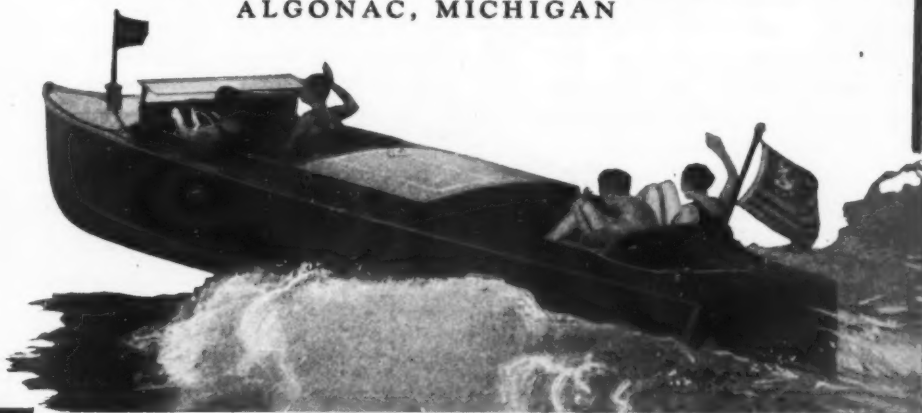
Why can Chris-Craft sell for \$600 less? The one answer is quantity distribution. Quick to recognize the desired qualities of workmanship and sound construction, coupled with ample speed and power, many men bought Chris-Craft at \$3500. Unhurried, but steady, consistent production has done the rest.

This greatly increased production with the added economies of quantity buying and a constantly reduced sales expense makes possible this astounding price reduction. The Chris-Craft with the Smith Curtiss installation is now \$2900. The same model with the 150 H.P. Kermath marine motor is \$3500.

The Chris-Craft is a double planked, screw fastened, all mahogany 26 foot runabout, with guaranteed speeds of 32 to 35 miles an hour with the Smith Curtiss motor and a warranty of one year. It has a double cockpit with a carrying capacity for nine passengers.

Chris Smith & Sons Boat Co.

ALGONAC, MICHIGAN



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America's Leading Marine Engine Builders

(Continued from page 100)

New York Yacht, Launch & Engine Co. Morris Heights, New York, N. Y.													20TH CENTURY
Horse power	Bore and stroke	No. of cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor		
60	6 1/2 x 8 1/2	4	4	400	3400	Force.....	Own.....	Electric.....	Bosch.....	Stitt.....	Stromberg		
100	6 1/2 x 8 1/2	6	4	400	4500	Force.....	Own.....	Electric.....	Bosch.....	Stitt.....	Stromberg		

Niagara Motors Corporation Dunkirk, N. Y.													NIAGARA
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
G Special	5	3 1/2 x 4	1	4	700-1000	160	Force.....	Joe's.....	.....	Bosch.....	Champion.....	Zenith	
E-2	15	2 1/2 x 4	4	4	900-1500	325	Force.....	Joe's.....	.....	Bosch.....	Champion.....	Zenith	
E-4	35	4 1/2 x 5 1/2	4	4	700-1000	725	Force.....	Own.....	.....	Bosch.....	Champion.....	Wheeler-Schleib	
D-4	80	6 1/2 x 7	4	4	700-1000	1075	Force.....	Own.....	.....	Bosch.....	Champion.....	Wheeler-Schleib	
D-6	120	6 1/2 x 7	6	4	700-1000	1550	Force.....	Own.....	Leece-Neville..	Bosch.....	Champion.....	Wheeler-Schleib	

Packard Motor Car Company Detroit, Mich.													PACKARD
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
1M-268	45	3 1/2 x 5	6	4	1800	625	Full press.....	Paragon.....	Dyneto.....	Delco.....	.....	Zenith	
1M-357	60	3 1/2 x 5	8	4	1800	790	Full press.....	Paragon.....	Dyneto.....	Delco.....	.....	Zenith	
1M-621	275	5 1/2 x 4-9/16	6	4	2500	875	Full press.....	Joe's.....	Bijur.....	Delco.....	.....	Stromberg	
1M-1242	550	5 1/2 x 4-9/16	12	4	2500	1140	Full press.....	Joe's.....	Bijur.....	Delco.....	.....	Stromberg	
2M-1351	275	6 1/2 x 7 1/2	6	4	1400	1690	Full press.....	Joe's.....	Bijur.....	Delco.....	.....	Zenith	

Palmer Bros. Engines, Inc. Cos Cob, Conn.														PALMER			
	Model	Horse power	Bore and stroke	No. of Cycls.	Cycle	R. P. M.	Weight		Model	Horse power	Bore and stroke	No. of Cycls.	Cycle	R. P. M.	Weight		
YT	2	3 x 3½	1	4	1000	98	F6	.....	60	6½x8	6	4	400	300	
YT2	5	3 x 3½	2	4	1000	210	NK2	.....	25	7½x10	2	4	400	300	
NL1	3½	4½x4½	1	4	600	350	NK3	.....	35	7½x10	3	4	400	300	
NL2	7	4½x4½	2	4	600	500	NK4	.....	50	7½x10	4	4	400	400	
RW1	6½	5½x6	1	4	600	425	NK6	.....	80	7½x10	6	4	400	500	
NR1	6	5 x 6	1	4	600	400	C	.....	4	4½x4½	1	2	450	240	
NR2	12	5 x 6	2	4	600	750	D	.....	6	5 x 6	1	2	450	250	
NR3	18	5 x 6	3	4	600	1000	O1	.....	2½	3½x3½	1	2	500	135	
NR4	24	5 x 6	4	4	600	1250	O2	.....	3	3½x3½	2	2	700	180	
F2	18	6½x8	2	4	400	1600	VH	.....	14	3 x 4½	4	4	1200	70	
F3	26	6½x8	3	4	400	2000	VHL	.....	20	3½x4½	4	4	1200	75	
F4	35	6½x8	4	4	400	2400										

Peerless Marine Motor Corp. 2150 Niagara Street, Buffalo, N. Y.													PEERLESS
Model	Type	Horse power	No. of cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition	Spark plugs	Carburetor	
Medium duty	Valve-in-the-head	50-100	4	4	600-1200	1200	Full pressure.....	Joas....	Leece-Neville....	Atwater-Kent....	.....	Schebler	
Medium duty	Valve-in-the-head	75-150	6	4	600-1200	1500	Full pressure.....	Joas....	Leece-Neville....	Atwater-Kent....	.....	Schebler	
Semi-high speed	Valve-in-the-head	115	4	4	1500	1000	Full pressure.....	Joas....	Leece-Neville....	Atwater-Kent....	.....	Schebler	
Semi-high speed	Valve-in-the-head	175	6	4	1500	1250	Full pressure.....	Joas....	Leece-Neville....	Atwater-Kent....	.....	Schebler	

Peru Model Engine Company, Inc. Butler, Pa.													MODEL
Model	Horse Power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse Gear	Starting Device	Ignition System	Spark plugs	Carburetor	
.....	12-18	3 1/2 x 4 1/2	4	4	800-1500	375	Force Feed	.....	.....	.....	.....	.....
.....	25-40	4 1/2 x 6	4	4	500-1000	950	Force Feed	.....	.....	.....	.....	.....
.....	40-60	5 1/2 x 7	4	4	500-1000	1500	Force Feed	.....	.....	.....	.....	.....

Red Wing Motor Co. Red Wing, Minn.													THOROBRED
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
K.....	5	3 1/2 x 4 1/4	1	4	800	230	Splash and force.	.....	.....	Bosch magneto	A. C.....	Schebler	
KK.....	8	3 1/2 x 4 1/4	2	4	800	420	Splash and force.	Paragon...	.....	Bosch magneto	A. C.....	Schebler	
D.....	14	2 1/2 x 4	4	4	1400	1340	Splash and force.	Joas.....	Simms.....	Atwater-Kent	A. C.....	Schebler	
AA.....	24	3 1/2 x 4 1/2	4	4	1200	A 264	Splash and force.	Paragon...	Bosch.....	or Bosch Magneto.	A. C.....	Schebler	
F.....	36	4 1/2 x 5	4	4	1400	A 520	Pressure.....	Paragon...	Bosch.....	Bosch magneto	A. C.....	Schebler	
B.....	40	4 1/2 x 5	4	4	1400	A 650	Pressure.....	Paragon...	Bosch.....	Bosch magneto	A. C.....	Schebler	
Red Top.	50	4 1/2 x 5	4	4	1800	A 670	Pressure.....	Paragon...	Bosch.....	Dual spark	A. C.....	Schebler	
Big Chief	60	5 x 7	4	4	1200	A 1700	Pressure.....	Paragon...	or Bosch	Bosch magneto	A. C.....	Schebler	
Big Chief	90	5 1/2 x 7	4	4	1200	A 1300	Pressure.....	Paragon...	Leece-Neville.	Bosch magneto	A. C.....	Schebler	
Special.	.....	.....	.....	.....	.....	A 1800	Pressure.....	Paragon...	or Bosch	Bosch magneto	A. C.....	Schebler	
Big Chief 6	110	5 x 7	6	4	1000	A 1400	Pressure.....	Paragon...	Leece-Neville.	Bosch magneto	A. C.....	Schebler	
B. C. S. 6	150	5 1/2 x 7	6	4	1000	A 1700	Pressure.....	Paragon...	Leece-Neville.	Bosch magneto	A. C.....	Schebler	
						A 2450	Pressure.....	Paragon...	Leece-Neville.	Bosch magneto	A. C.....	Schebler	
						A 1750				and distributor.			

Regal Gasoline Engine Co. Coldwater, Mich.													REGAL
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Ignition system	Spark plugs	Carburetor		
Y	2	3 1/2 x 3 1/2	1	4	800	130	Pump.....	.....	Johnson.....	.....	Timer		
FA	4	4 x 4 1/2	1	4	800	250	Pump.....	.....	Paragon.....	.....	Timer		
HA	5	4 1/2 x 5 1/2	1	4	600	400	Pump.....	.....	Paragon.....	.....	Timer		
EA	7	5 1/2 x 6 1/2	1	4	550	610	Pump.....	.....	Paragon.....	.....	Timer		
JA	9	6 1/2 x 7	1	4	400	1000	Pump.....	.....	Paragon.....	.....	Timer		
NB	8	4 x 4 1/2	2	4	800	540	Oil pump.....	.....	Paragon.....	.....	Timer		
UB	10	4 1/2 x 5 1/2	2	4	600	730	McCord.....	.....	Paragon.....	.....	Timer		
EB	14	5 1/2 x 6 1/2	2	4	550	1040	McCord.....	.....	Paragon.....	.....	Timer		
LB	20	6 1/2 x 8	2	4	450	1835	Pump.....	.....	Paragon.....	.....	Timer		
FC	16	4 x 4 1/2	4	4	800	730	McCord.....	.....	Paragon.....	.....	Timer		
UC	20	4 1/2 x 5 1/2	4	4	600	1035	McCord.....	.....	Paragon.....	.....	Timer		
EC	30	5 1/2 x 6 1/2	4	4	550	1600	McCord.....	.....	Paragon.....	.....	Timer		
CB	32	4 1/2 x 5 1/2	4	4	1000	910	Pump.....	.....	Paragon.....	.....	Timer		
JD	27	6 1/2 x 7	3	4	4000	2500	McCord.....	.....	Paragon.....	.....	Timer		
LC	40	6 1/2 x 8	4	4	400	2800	Pump.....	.....	Paragon.....	.....	Timer		
SC	50	7 1/2 x 9	4	4	400	4600	McCord.....	Paragon.....	Timer		
SH	100	7 1/2 x 9	8	4	400	8600	McCord.....	Paragon.....	Timer		

(Continued on page 112)

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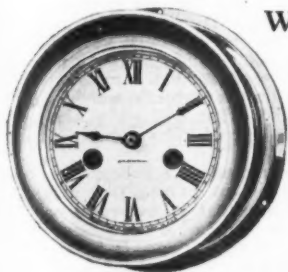
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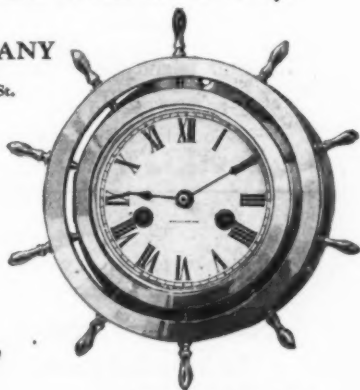
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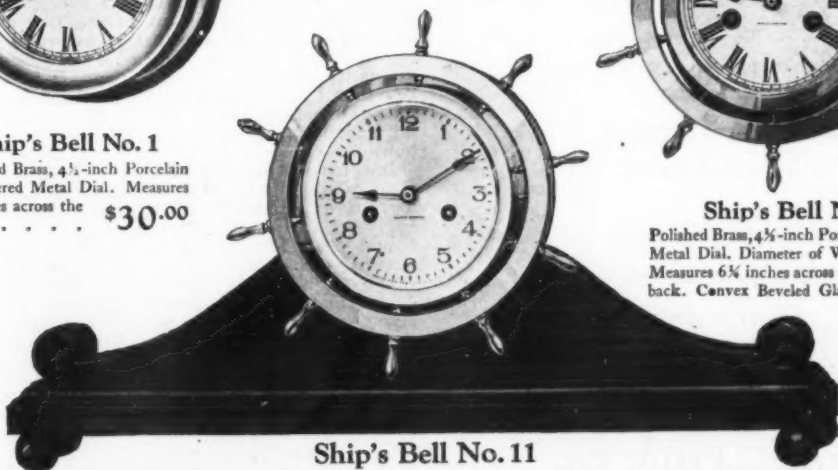
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There's Nothing To It

(Continued from page 104)

it means just one thing: that he is directing his course to starboard, to the right. When he sounds two blasts, it means that he is directing his course to port, to the left.

And he always sends this message to some particular boat. Blowing a whistle just for the sake of making a noise is prohibited on the water. It would be a splendid thing if it were prohibited on land!

If the motor boatman sees a boat approaching him the course of which is uncertain, he blows or sounds one blast—if he intends to direct his course to starboard. And the approaching boat will answer with one blast. Then all is understood by both skippers.

Cross signals,—that is, answering one blast with two; or, to express it differently, arguing with another skipper is prohibited. If he is approaching you and gives one blast, he says to you, "I am going to pass you on my port side." This may not meet particularly with your approval but you cannot answer with two. You must answer with one, direct your course to starboard and pass him on your port side.

Of course, if you see an approaching boat is at such a distance from you, either to the left or right, that it is obvious which side he is going on, signals are unnecessary. The regulations stipulate, within half a mile of each other, signals should be given.

Unlike two motor cars on a narrow road, where one can try to pass the other at will, a motor boat must ask permission to pass another; and if this permission is not given, then the following boat must stay where it is until permission is given. For example, if you are cruising along a channel and wish to pass a boat in front, you would sound one blast which would say, "I am going to pass you on my port side." If no reply was given, you would have to wait. If the other boat thought it was safe for you to pass, she would respond with one blast which in this case would say, "Go ahead!" In such case you are termed an overtaking vessel; and you must always and under all conditions keep out of the way of the vessel you pass. In other words, she has extended a courtesy to you. Appreciate it!

Within the last few years a number of states have enacted the law that requires a motorist to give right of way to any car approaching on his right. This has long been the practice on the water. On the right of every boat is a danger area. It extends from dead ahead to two points abaft the starboard beam. Any boat in that area has right of way over your boat. Therefore, when you stand at the wheel of your boat, keep your eye on that danger area; if a boat is in that area and she continues on her course to cross your bow, let her do it! She has every right to!

And on the other hand, if you are in that area in relation to another boat, then you have right of way. To maintain that right of way, however, you must keep your course and speed. If the other boat, which in this case would be on your left, approaches so close that it makes you a bit nervous, blow four blasts on your whistle which is to say, "What are you going to do?" That will wake him up a bit—but keep your course and speed! If you vary either, then you lose your right of way.

There is a certain amount of stubbornness, or perhaps it is just pig-headedness in my nature, that makes me hate to back down when I know that I have right of way. Nevertheless I have one rule which does not appear in any manual, nor is it a Government regulation. It is based on the theory that I know the rules of the road but does the other fellow? And this rule of mine is, that there is always a whole lot more room under the other fellow's stern than under his bow.

In other words, I hold my course and speed, when I have right of way—but I do it with discretion. If the approaching boat is smaller than I am, and a bit slower, boldly and bravely I stand my ground. On the other hand, if she is a Sound steamer bound for Fall River or Boston, I do not insist that she slow down for me. I give way—gracefully.

On our highways there is one pest that makes the life of the motorist a most unhappy one; and I am sorry to admit, we have the same type of pest on the water. I refer to the man, usually a young man, too young to know better, who drives a motor car without any regard to the rights or feelings of others. On the highway he cuts in and out of traffic and regards it as a smart maneuver; he swings in front of you at a crossing; he passes you on a curve at a speed of forty or upward.

In the water he drives a speed boat. He takes delight in approaching from the left and passing so close to your bow that spray from his boat is thrown in your face; playfully, he approaches from astern and shoots by you, creating a "hole" into which you roll. You'll meet with him sooner or

(Continued on page 114)

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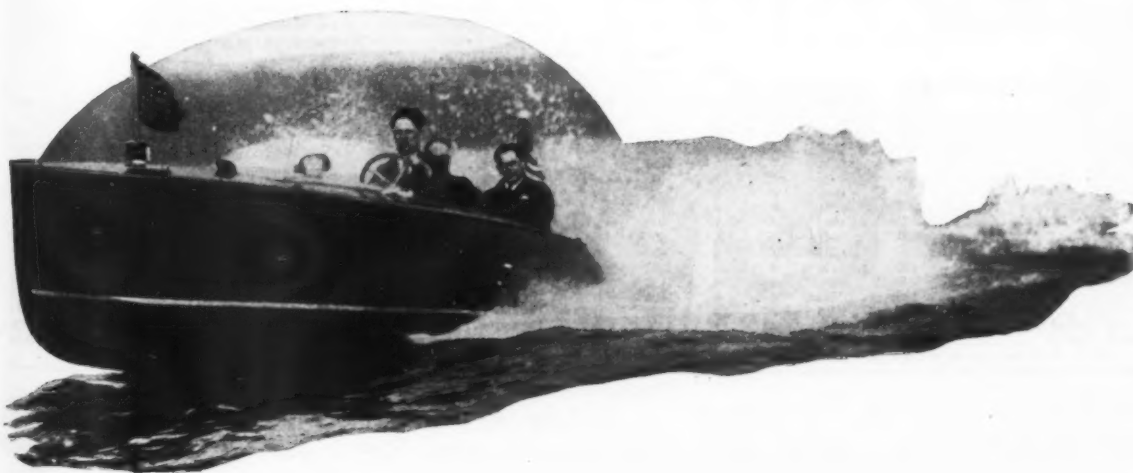
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Distributors of Sterling Engines for the State of Connecticut



America's Leading Marine Engine Builders

(Continued from page 108)

Roberts Motors 131 Arthur Street, Sandusky, Ohio													ROBERTS
Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor	
A.....	35	4 x5	4	4	1500	480	Force feed...	Paragon....	Own....	Atwater-Kent..	A. C....	Schebler	
R.....	20	3-25/32x4	4	4	1000	250	Force feed....	Paragon....	Own....	Atwater-Kent..	A. C....	Schebler	
J.....	16	3 3/4 x4	4	4	1000	285	Force feed....	Paragon....	Own....	Atwater-Kent..	A. C....	Schebler	

Remington Oil Engine, Inc.												REMINGTON
Keyport, N. J.												
	Model	Horse power	Bore and stroke	No. of Cyls.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	
Heavy	4	3½x5	1	2	700	550	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Heavy	12	7 x8	1	2	400	1500	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Heavy	17	8¼x8	1	2	400	1600	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Heavy	24	7 x8	2	2	400	2100	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Heavy	35	8¼x8	3	2	400	3130	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Heavy	55	8¼x8	3	2	400	4500	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Heavy	75	8¼x8	4	2	400	5430	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Light	8	5½x6	1	2	500	800	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Light	10	6½x6	1	2	500	825	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Light	16	5½x6	2	2	500	1050	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Light	22	6½x6	2	2	500	1100	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	
Light	34	6½x6	3	2	500	1850	Force Feed....	Optional.....	Air.....	Hot bulb or Elec.	

Scripps Motor Company															SCRIPPS
5819 Lincoln Avenue, Detroit, Mich.															
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication
D-2.....	12	4½x6	2	4	600	525	Pressure	F-6.....	100	3½x5	6	4	2250	750	Pressure
D-2.....	18	4½x6	2	4	1000	525	Pressure	E-4.....	45	4½x6	4	4	1000	975	Pressure
F-4.....	40	3½x5	4	4	1200	550	Pressure	E-4.....	70	4½x6	4	4	1600	975	Pressure
F-4.....	60	3½x5	4	4	2000	550	Pressure	E-6.....	60	4½x6	6	4	900	1290	Pressure
F-6.....	50	3½x5	6	4	1100	750	Pressure	E-6.....	100	4½x6	6	4	1600	1290	Pressure
G-6 (medium)	100	4½x5¼	6	4	1200	1100	Pressure	G-6 (high)...	150	4½x5¼	6	4	2000	1100	Pressure

Sears, Roebuck & Co.													MOTORG
Chicago, Philadelphia, Kansas City, Dallas, Seattle													
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycl	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor	
1925.....	2½	3¼x3¼	1	2	750	97	Splash.....					Schebler	
1925.....	4	4 x4	1	2	750	135	Splash.....			Battery		Schebler	
1925.....	6	3½x3½	2	2	750	154	Splash.....			or magneto		Schebler	
1925.....	8	4 x4	2	2	750	222	Splash.....					Schebler	
1925.....	5	3¼x4	1	4	800	160	Force.....			Bosh.....		Holley	
1925.....	15	2½x4	4	4	1600	325	Force.....	Joos.....	Auto Lite....	Atwater-Kent..		Zenith	

Standard Motor Construction Co. 125 Pine Street, Jersey City, N. J.													STANDARD
DIESEL	Horse power	Bore and Stroke	No. of Cyln.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device				
.....	67	8½x12	3	4	350	13,500	Pressure.....	Own.....	Air				
.....	90	8½x12	4	4	350	16,000	Pressure.....	Own.....	Air				
.....	67	8½x12	3	4	350	12,000	Pressure.....	Direct	Air				
.....	90	8½x12	4	4	350	13,500	Pressure.....	Direct	Air				
.....	135	8½x12	6	4	350	18,000	Pressure.....	Direct	Air				
.....	200	10 x14	6	4	300	34,000	Pressure.....	Direct	Air				
.....	300	12 x17	6	4	275	56,000	Pressure.....	Direct	Air				

Standard Motor Construction Co.														STANDARD
178 Whiton Street, Jersey City, N. J.														
GASOLINE														
Model	Horse power	Bore and strokes	No. of Cyrs.	Cycl	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor		
F1	12	5 x 6½	2	4	400-450	850	McCord.....	Standard....	Bosch.....	Double.....	A.C. Titan...	Schebler		
E1	18	6 x 8	2	4	350-400	1200	McCord.....	Standard....	Bosch.....	Double.....	A.C. Titan...	Schebler		
F3	24	5 x 6½	4	4	400-450	1600	McCord.....	Standard....	Bosch.....	Double.....	A.C. Titan...	Schebler		
E2	27	6 x 8	3	4	350-400	1800	McCord.....	Standard....	Bosch.....	Double.....	A.C. Titan...	Schebler		
E3	37	6 x 8	4	4	350-400	2800	McCord.....	Standard....	Bosch.....	Double.....	A.C. Titan...	Schebler		
E4	54	6 x 8	6	4	350-400	3200	McCord.....	Standard....	Bosch.....	Double.....	A.C. Titan...	Schebler		
HE3	60	6½x8	4	4	350-600	3300	McCord.....	Standard....	Leece-Neville ..	Double.....	A.C. Titan...	Schebler		
12	75	8 x 10	4	4	350-400	5300	McCord.....	Standard....	Leece-Neville ..	Double.....	A.C. Titan...	Schebler		
HE4	90	6½x8	6	4	550-600	4200	McCord.....	Standard....	Leece-Neville ..	Double.....	A.C. Titan...	Schebler		
1	100	8 x 10	6	4	350-400	8000	McCord.....	Standard....	Leece-Neville ..	Double.....	A.C. Titan...	Schebler		
N1	150	8½x11	6	4	350-400	5800	McCord.....	Direct air reversing.....	Double.....	A.C. Titan...	Schebler			
N2	220	10 x11	6	4	460	6300	McCord.....	Direct air reversing.....	Double.....	A.C. Titan...	Schebler			

Sterling Engine Company 1253 Niagara Street, Buffalo, N. Y.												
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
*Neptune	12-15	5 1/2 x 7	2	4	500	1150	Pressure..	Own.....	Northeast.	Magneto..	Champion.	Schebler
Dolphin	157	5 1/2 x 6 1/4	4	4	1650	1600	Pressure..	Own.....	Northeast.	Battery	Champion.	Stromberg
Dolphin	235	5 1/2 x 6 1/4	6	4	1650	2000	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Dolphin	300	5 1/2 x 6 1/4	8	4	1550	2750	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Dolphin, medium	110	5 1/2 x 6 1/4	4	4	1200	1700	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Dolphin, medium	165	5 1/2 x 6 1/4	6	4	1200	2300	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Dolphin, medium	220	5 1/2 x 6 1/4	8	4	1200	3150	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Trident	63	5 1/2 x 6 1/4	4	4	800	1875	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Trident	94	5 1/2 x 6 1/4	6	4	800	2550	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Trident	126	5 1/2 x 6 1/4	8	4	800	3150	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Dolphin, special	190	5 1/2 x 6 1/4	4	4	1950	1965	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Dolphin, special	290	5 1/2 x 6 1/4	6	4	1950	1550	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Seagull	150	4 11/16 x 6	6	4	1800	1375	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Viking	300	7 x 8 1/2	6	4	1200	4800	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Coast Guard	200	6 1/4 x 7 1/4	6	4	1200	4100	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg
Coast Guard	300	6 1/4 x 7 1/4	6	4	1500	3500	Pressure..	Own.....	Northeast.	.....	Champion.	Stromberg

Neptune has no starter and has Schebler carburetor and KW magneto.

Note* Neptune has no starter and has Schebler carburetor and KW magneto.

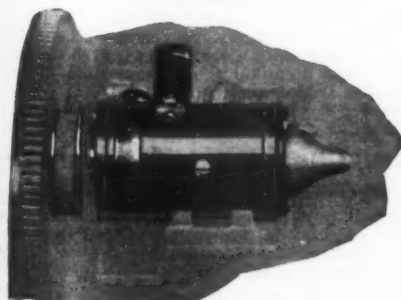
(Continued on page 166)



Delco "Double Fire" eight cylinder distributor with magneto mounting



Marine Installation
Delco starting motor



Marine Installation
Belt driven Delco generator

Now-

Delco Electrical Equipment . . . Complete for High Speed and Heavy Duty Marine Use

Every motor sportsman, ashore or afloat, knows that the fastest boats and finest cars have been Delco equipped for years. Delco records by land, sea and air, stand unchallenged.

Now this dependable Delco equipment is available for other types of marine power plants—slower speed heavy-duty cruiser units as well as high-speed racing motors.

THE DAYTON ENGINEERING LABORATORIES CO.
DAYTON, OHIO, U. S. A.

Delco

STARTING LIGHTING IGNITION

WHEREVER IT MUST BE THE BEST

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York.

NOTED FOR DEPENDABILITY

THE supreme ignition system for motor-trucks, buses, fire-fighting apparatus, marine, farm and industrial engines.



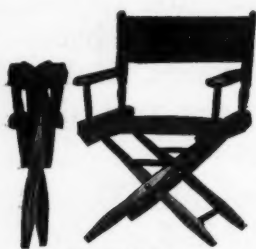
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EISEMANN MAGNETO CORP'N
165 Broadway, N. Y.
DETROIT, SAN FRANCISCO, CHICAGO



Type G4

EISEMANN
ELECTRICAL EQUIPMENT



No. 35Y Chair

This Famous
No. 35Y
Chair
Gives
Home Comfort
"Aboard"—
This is only
one number
in this popular
line.

"GOLD MEDAL" FOLDING FURNITURE

For 34 years the Recognized Standard

This new yacht chair, designed especially for Motor Boat Use, insures complete relaxation and rest. Its stylish lines, handsome mahogany finish, khaki seat and back, and brass metal parts harmonize with appointments of finest cruisers on deck or below. As all metal parts are brass it defies salt water. It has a hard wood frame—folds to 26½" x 16½" x 8". Weighs only 14½ lbs.

There is a piece of "Gold Medal" Folding Furniture for every purpose, including cots, tables, chairs, stools, etc.

Sold by reliable dealers everywhere.

Write for our complete catalogue.

Gold Medal Camp Furniture Mfg. Co.
1752 Packard Ave., Racine, Wis.

There's Nothing to It

(Continued from page 110)

later; and regret that civilization prohibits you from carrying a one-pounder. Beware of him! He is the road-hog of the water!

There is one boat to which you must always give way, every time and under all conditions. And that is the sail boat. It matters not what direction she comes from, whether she be graceful schooner or little cat boat—she always has right of way over any steam (gasoline) vessel. And it is well for the motor boatman to be able to anticipate what two sail boats are going to do in passing for it may influence some move of his.

A sail boat with her boom out to port is on a starboard tack; with her boom out to starboard is on a port tack—that is, when the boom is close hauled. And the vessel on the starboard tack has right of way over one on the port tack. But remember—both have right of way over a motor boat.

Courtesy on the highway is a wonderful thing; and courtesy on the water is, too. When you are running through a fleet of boats at anchor, run slowly. Watch out for some little launch that is likely to dodge around in front of a yacht. Watch out for row boats; tenders going to and from yachts. It is not particularly courteous to see how close you can run to a row boat, just to make it roll in your wash; and yet I have seen it done. It isn't good seamanship; it is just simply an exhibition on the part of a smart Aleck!

If you are coming in from a cruise of an afternoon, and there is a dead calm, and you observe some sail boat just slatting around, offer a tow. It won't put you out to run alongside, throw a line, and it may mean that the other fellow gets in time for his supper. One day early this summer, I went out with a friend in his yawl. Just as we stood off the Spindle that marks the entrance to Manhasset Bay, Long Island Sound, the wind went flat as a pancake. We drifted for about half an hour. Finally the skipper started in to tow with the dinghy. It was a very hot afternoon. A motor boat passed us and a man on board gave a wonderful exhibition to wit; he called out to ask why we didn't get a horse! His companion laughed at his cleverness. Of course, we meet such people in all walks of life.

And of course, always give aid to a boat that is flying the signal of distress, the yacht ensign upside down. As you cruise along, keep your eye open for boats in trouble. When you pass a boat, look it over through your glasses. Just once we had to reverse the ensign. A little power boat some distance from us came up to us at once; and towed us in. I offered to pay the chap; but he rebuked me courteously.

"No," he said, "just keep your eye open for the other fellow and tow him in—that way you'll repay me."

I think that that reflects the spirit of the average motor boatman.

If you attend any yacht races, as of course you will, don't try to see how close you can go to the racing boats. Give them every chance! Just because some other boats run in close is no reason why you should. Last summer at some races off Oyster Bay, some motor boat skippers showed themselves to be very poor sportsmen indeed. It is not possible to have the waters patrolled officially; about all that can be done is to appeal to sportsmanship! See that the appeal is not made in vain!

Summed up, the rules of the road for the motor boatman are ninety-nine per cent common sense; and one per cent rules. Keep to the right wherever and whenever possible; signal when necessary; give every sail boat right of way, and always bear in mind the Golden Rule—Treat the other fellow as you would like to have him treat you!

(To be concluded)

Fitting Out for the Auxiliaries

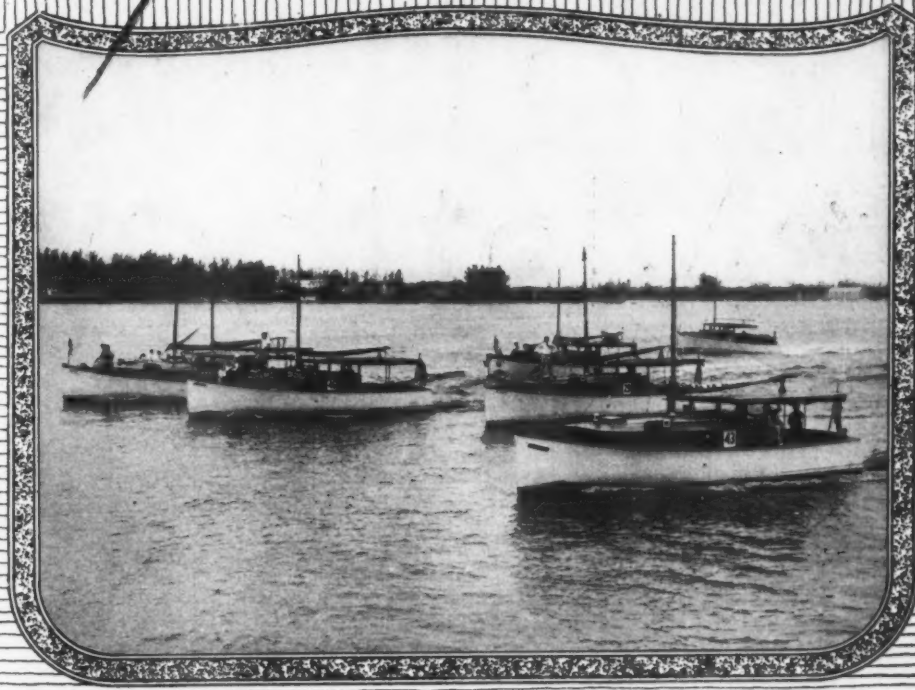
(Continued from page 98)

below the water line and saves the back and arm muscles on the pumps.

And now that we are about ready, get out the sails and if possible give them a good airing and sun bleaching on shore. Look them over carefully. It is here that the good sailor breaks out the needle and palm, waxes his thread, and overhands or stitches up any sprung seams.

After this, get the ball of marlin, a good sharp knife, and plenty of new light line and be ready to bend sails.

What a welcome sound will be the skipper's voice when we hear him say again "All hands be ready Saturday morning—to bend the canvas and take a sail stretching trip. And remember, the last member of the crew will be stuck for the—ginger ale."



Start of the Matthews "38" Invitation Race at Palm Beach, Florida, February 22nd, in which eight Matthews cruisers contended for the victor's honors.

Reflecting the Taste of the Majority

NO standardized cruiser of any size or selling at any price has ever been received by the boating public with so much enthusiastic favor as that shown the Matthews "38." So truly are the tastes and ideas of the majority crystallized within the compass of this yachty cruiser that it is now outselling other standardized cruisers by more than two to one.

Wholesome in appearance, sturdy in construction, able and seaworthy in action, roomy and comfortable in accommodations and low in price,—the Matthews "38" meets every demand of the discriminating and the economical yachtsman alike. *It is the perfect home on the water.*



Matthews

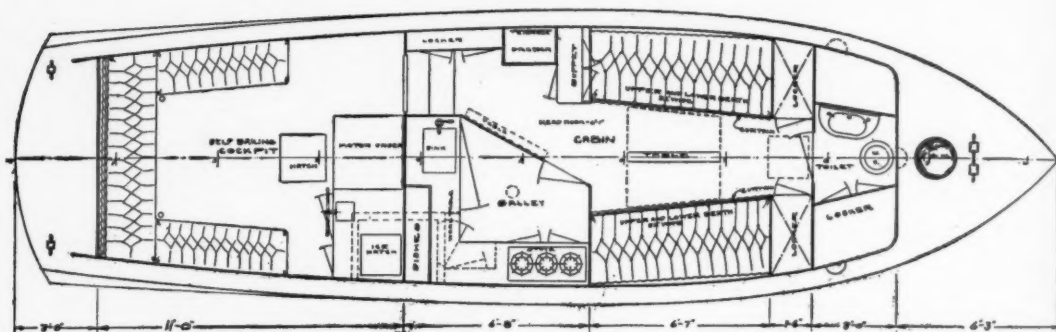
MATTHEWS CO.



PORT CLINTON, OHIO

Matthews

There is Twice for the Matthews



Arrangement Plan—Note the dimensions:—Length, 38 feet; Beam, 11 feet; Draft, 3 feet.

The STANDARD MODEL

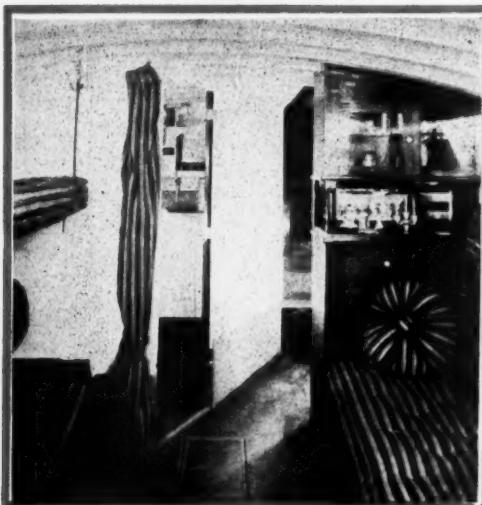
THE Matthews "38" Standard accommodates seven people on an extended cruise; each with an individual, spring upholstered berth, four in the main cabin and three in the cockpit, which is entirely enclosed with especially designed waterproof curtains.

The boat is large and comfortable throughout. The interior bespeaks refinement and shows the ingenuity of master designers and builders. In the main cabin the upper berths provide wide comfortable backs to the seats with ample space for the storage of bedding, etc., behind the backs. Two large full length clothes lockers in the forward end of cabin provide space for clothing. Six people can be seated at the folding dining table, either in the cockpit or cabin.

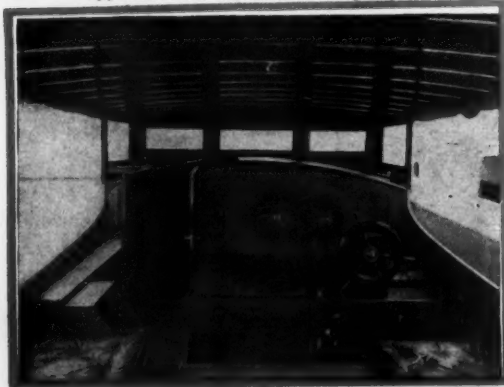
The galley is as large as one usually found on a 65 foot cruiser and entirely enclosed and separate from other parts of the boat. The equipment is complete including dish racks, cupboards, sink, table on two sides, three-hole kerosene stove and ice box that fills from the outside. On the port side of the cabin is a mahogany buffet, a large dresser with mirror, cupboard and radio shelf.

For fishing parties, the permanent top on the cockpit can be hinged to fold back. A substantial, very practical and serviceable auxiliary sail rig is standard equipment.

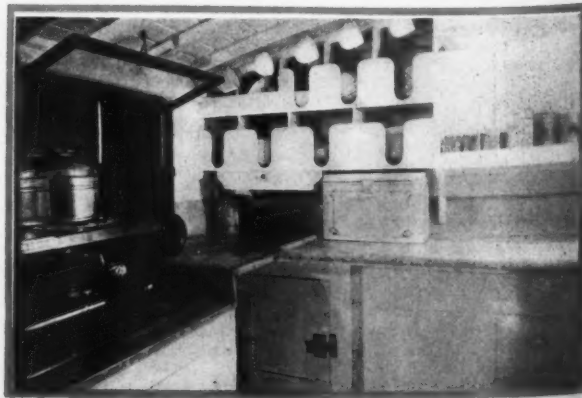
Speed 12 to 20 miles per hour, according to engine installed.



Main cabin looking aft. Note seat and berths made up, also buffet and entrance to galley.



Forward end of cockpit, which is 9 feet wide by 11 feet long. All operating controls are centered conveniently at the wheel.



A corner of the fully enclosed galley which is 5½ x 6½ feet.

Matthews

MATTHEWS CO.

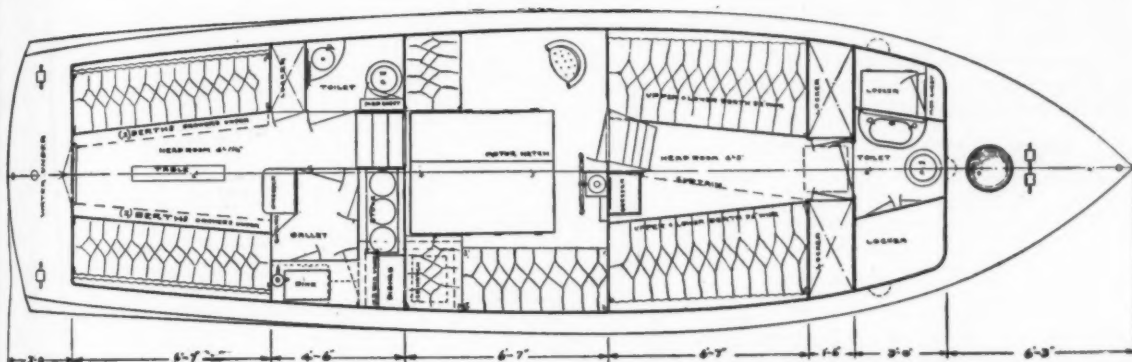


PORT CLINTON, OHIO

Matthews

Meet the Demand Now 38" Cruiser

Matthews



Arrangement Plan—Note the dimensions:—Length, 38 feet; Beam, 11 feet; Draft, 3 feet.

The

SPECIAL DOUBLE CABIN MODEL

THE bridge deck of the Matthews "38" Special Double Cabin Cruiser is of the semi-enclosed type with ventilating glass windshield forward and one glass window on each side and a permanent roof. The rest of the bridge is protected by specially constructed, waterproof curtains which roll up neatly when not in use. The steering wheel is conveniently located with all controls, and gauges close at hand. Seating arrangements on the deck accommodate a party of 8 to 10 people. The wide spring upholstered side seat can serve as an extra berth, this together with 4 berths in the cabins gives sleeping quarters for 9 people.

The forward cabin is unusually large and has comfortable sleeping accommodations for four persons. Two large full-length ventilated clothes lockers and large mahogany dresser with pull-drawers and mirror are provided, together with ventilating hatch for convenience and perfect comfort of the occupants. This cabin has a private lavatory and is used as the owner's stateroom.

The after cabin has four big, deep luxurious berths of a comfort and width hitherto deemed impossible in a boat of this size. This cabin also has a private toilet, dresser, locker and drawers under the berths. The galley, entirely enclosed, is just off the companionway to the deck and is fully equipped with every essential.

The power plant is located under hinged hatches on the bridge, making it readily accessible at all times. You can really walk around the motor, a very desirable feature on any boat.

Speed 12 to 20 miles per hour, according to engine installed.



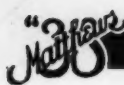
The forward cabin. Toilet forward is fully fitted.



Forward end of the bridge deck of the Double Cabin Cruiser.



View of aft cabin from passage way between galley and toilet. Note dresser in foreground, large folding table, and companion way to aft deck.



MATTHEWS CO.,



PORT CLINTON, OHIO



Ask Any Owner of the Matthews "38"

MORE than pleased! Can't be equalled at the price! The most wonderful boat ever built of its size! —are the comments of Matthews "38" owners to us and their friends. In fact more orders for Matthews "38" are sold merely through the purchasers' privilege to be the guest of a Matthews "38" owner on a short cruise. The boat is really selling itself. You see and you buy. Others see and they buy. Such is the success of the Matthews "38". And, so it has become America's most popular and fastest selling cruiser.

Prices of Matthews "38" Cruisers MATTHEWS "38" STANDARD

Powered with 6 cylinder	70 H.P. Kermath...	\$6500
" " 4 cylinder	45-70 H.P. Scripps....	6500
" " 4 cylinder	100 H.P. Peerless....	6850
" " 6 cylinder	65-100 H.P. Scripps....	7000
" " 6 cylinder	150 H.P. Peerless....	7250
" " 6 cylinder	120 H.P. Sterling	
" " "Chevron.....		7850
" " 6 cylinder	100 H.P. Hall-Scott	
" " "with 2 to 1 Reduction Gear....		8000
" " 6 cylinder	150 H.P. Sterling	
" " "Sea Gull.....		8700
" " 6 cylinder	200 H.P. Hall-Scott..	9000

For the Matthews "38" Special Double Cabin Cruiser add \$1500 to the above prices.
For the Enclosed Bridge Deck House Matthews "38" with two cabins add \$2350 to the above prices.



THE MATTHEWS COMPANY, Port Clinton, Ohio, U. S. A.

Designers and Builders of Boats of Distinction for More than 35 Years

Distributors of the Matthews "38"

Seaboard Ship Brokerage Co.,
212 South Olive Street,
West Palm Beach, Fla.,
and
3254 Michigan Ave., Chicago, Ill.

Stephen F. Murphy,
Alexander Building
San Francisco, Cal.
Volney E. Lacy,
Charlotte Station,
Rochester, New York.

Walter H. Moreton Corp.,
1043-1045 Commonwealth Avenue,
Boston, Mass.
and
42 Franklin St., Providence, R. I.

Hacker & Fermann, Inc.,
6304 E. Jefferson Avenue,
Detroit, Mich.
F. W. Hardcastle,
210 South Avenue, 57,
Los Angeles, Cal.

Apco Manufacturing Company
Providence, U.S.A.

BRANCHES CARRYING STOCK
CHICAGO - KANSAS CITY

CANADIAN FACTORY, MONTREAL
EXPORT OFFICE, NEW YORK CITY



December 21, 1926

Walter H. Moreton, Inc., (Matthews "38" Dealer)
732 Commonwealth Avenue,
Boston, Mass.

Gentlemen:

to know how well pleased I am with the Matthews "38" which you sold me last Spring.

went to Port Clinton to see just how it was built and, after spending a day there, I was sure that I could make no mistake in placing an order.

immensely and a great deal of my pleasure is derived from the favorable comments of my friends.

the winter I had it looked over very carefully by a local builder and he told me that he did not think he had ever seen a more substantial construction and that unless he was told to the contrary, he would think it was a custom made boat built in the East.

prospective boat buyer knew as much about the "Matthews 38" as I do there looked at a lot of them.

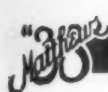
several months and I certainly am happy to be able to tell you how satisfied I am.

Sincerely,
Edw. F. Wilson
President-Treasurer,
Apco Manufacturing Company

The MATTHEWS "38" SPECIAL Double Cabin Cruiser with Enclosed Deck House

This model is the same as the bridge deck cruiser except the deck house is entirely enclosed with mahogany and plate glass, giving full vision fore and aft as well as on both sides. Ample ventilation is obtained through the four hinged end windows and the two doors. The deck house windows are fitted with attractive draperies.

We urge your prompt investigation of the Matthews "38" cruisers. To get delivery for this season you should place your order without delay. Write us today for any further information you desire.



MATTHEWS CO.,



PORT CLINTON, OHIO



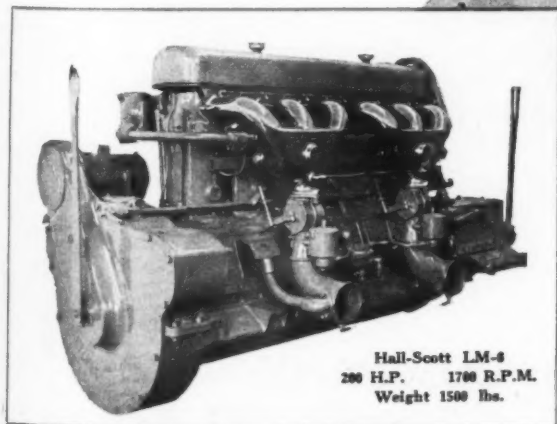
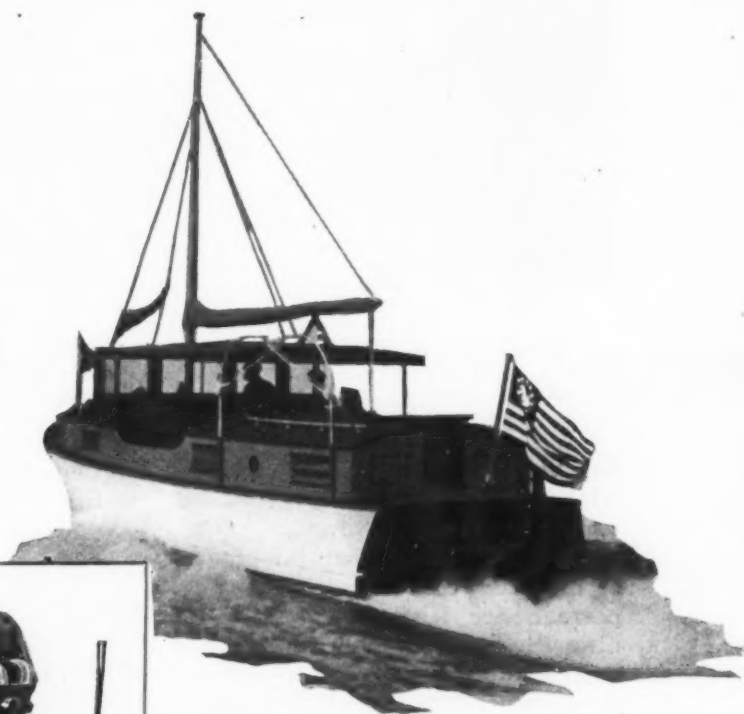
The Super-Powered Matthews "38"

Driven by the

HALL-SCOTT

ULTRA MARINE ENGINE

Matthews "38" standard cruiser powered with the LM-6 Hall-Scott 200 H.P. Super Marine Engine, making over 20 miles per hour.



Hall-Scott LM-6
200 H.P. 1700 R.P.M.
Weight 1500 lbs.

TO purchasers of Matthews "38" cruisers, wanting a speed of twenty miles plus, the Hall-Scott LM-6 Marine Engine is recommended, because it is ideally mated for America's first choice cruiser.

The Hall-Scott HSR-6 with a 2 to 1 reduction gear has also found favor with Matthews "38" owners. Several installations of this type have been made and give a speed of sixteen miles per hour.

HALL-SCOTT MOTOR CAR CO.

461 EIGHTH AVE., AT 33rd STREET

NEW YORK CITY, N. Y.

See other Hall-Scott Announcements on page 149

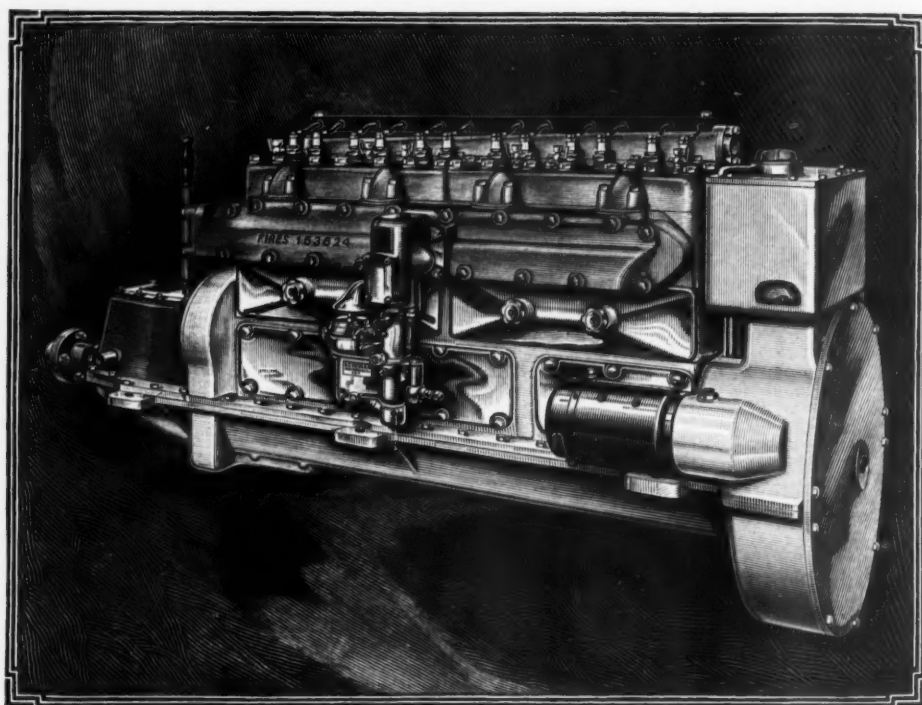
Matthews

MATTHEWS CO.,



PORT CLINTON, OHIO

Matthews



SELECTED FOR PERFORMANCE

Kermath Boat engines are endowed with exceptional qualities of strength and endurance. They are designed for the heavy demands of marine work and are built for permanence. Kermath motors combine the best engineering practise with skilled workmanship to produce an extremely light weight compact unit.

Kermath enjoys a rare position of confidence with boat builder and boat owner alike. Each respects the Kermath for its capabilities. The boat builder knows what it will do, the boat owner becomes aware of its excellent qualities. With both, the Kermath is selected for performance.

3 H. P. to
150 H. P.

\$135 to
\$2,150

KERMATH MFG. COMPANY

Detroit . . . 5880 Commonwealth Ave.

Toronto . . . 11 E. Wellington St.

KERMATH

"A Kermath Always Runs"

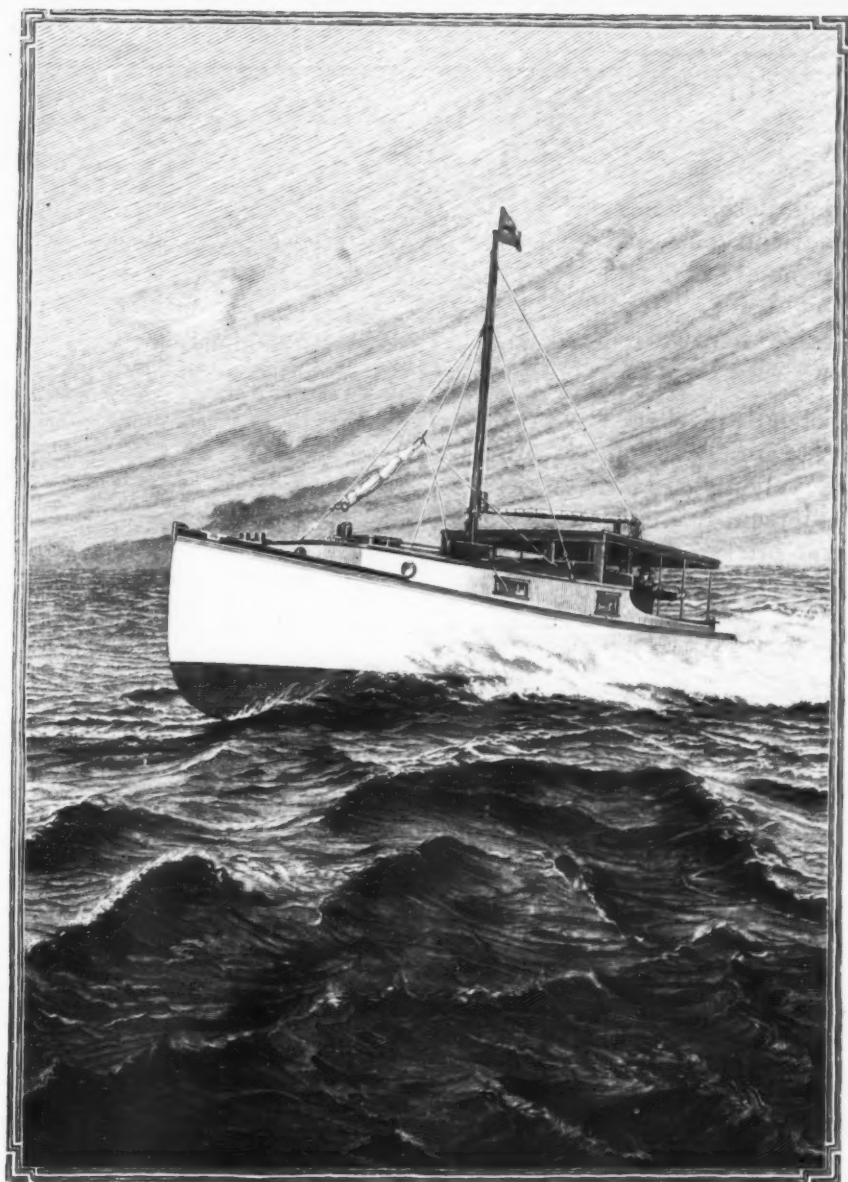
Matthews

MATTHEWS CO.



PORT CLINTON, OHIO

Matthews



SELECTED FOR PERFORMANCE

The Matthews "38" is well liked for its appearance, is praised for its roominess, esteemed for its comfort but selected for performance. And Kermath is proud of its contribution to the marked success of the Matthews "38".

For Kermath is specified as standard equipment in the Matthews "38". More, it is used in 85% of all Matthews Cruisers built. It has played an important role in building up Matthews prestige. It, too, has been selected for performance.

"A Kermath Always Runs"

KERMATH MFG. COMPANY

Detroit . . . 5880 Commonwealth Ave.

Toronto . . . 11 E. Wellington St.

Matthews

MATTHEWS CO.,



PORT CLINTON, OHIO

Matthews

LOCKS AND LATCHES FOR DOORS AND HATCHES

IN constructing fleets of one-design boats, material savings are made possible by using Tiebout standardized hardware and supplies.

It is Tiebout's privilege to co-operate with boat builders by supplying standardized equipment from stock at lowest prices.



W. & J. Tiebout Hardware is used on the famous Matthews "38's" manufactured by The Matthews Company, Port Clinton, Ohio.

W. & J. TIEBOUT MARINE HARDWARE

118 Chambers St. New York City

Globe Batteries

are used exclusively in

Matthews "38" Cruisers

Globe Marine Storage Batteries were selected because of —

**Power
Dependability
Long Life and
Rugged Construction**

MANUFACTURED BY

GLOBE

**ELECTRIC COMPANY
MILWAUKEE WISCONSIN**

Boat Covers Off

(Continued from page 31)

along. One sees on all sides the busy assistants opening up the boats, and spreading out the articles which were stored in them during the winter. The strong sunshine is counted on to dry out all traces of dampness and chill which they contain, and cushions, blankets, and clothing will soon be in condition again for service. The interior of the boat is also absorbing the warmth of the sunshine, and will soon be ready for its new coat of paint and varnish. Of course, everybody knows that new paint and varnish cannot be applied directly to cold surfaces, or at such times when the temperature is not sufficiently warm. It is a waste of good material to attempt to do any refinishing on a cold day. Varnish in particular will crawl, and the results under these conditions will be far from satisfactory. One of the essentials to good results in varnishing is a correct temperature and this should be at least 60 to 65 degrees. Paint is not so bad in that it can be applied on a cooler day, but enamels and gloss paints are in the same class as varnish, and require warmth.

Every boatman before he begins his program of refinishing should have spent sufficient time considering the problems before him, and outlined the work to be performed in such a way as to schedule the various tasks in their proper routine. Naturally, it is absurd to carefully refinish the cockpit floor, and then drag the engine out on it, and start to work on the machine. All mechanical jobs of this kind are naturally messy, and bound to leave traces of grime and dirt behind them. The natural sequence, of course, is to see that all jobs which will make a mess and dirt are done as early as possible, so that when the cleaning up has been taken care of, the repainting follows in due time, and fresh paint work has a reasonable chance to harden properly before it is used.

In following this program, it is best to see that the engine work is done before anything else. This has also the advantage of being possible, while the weather is still too cold for painting or other tasks of this kind. A good engine does not require a complete pulling apart every spring, as many boatmen seem to think. There is no more reason for spreading the engine parts all around, than there is for burning

(Continued on page 218)



"The motor that crossed the Atlantic"



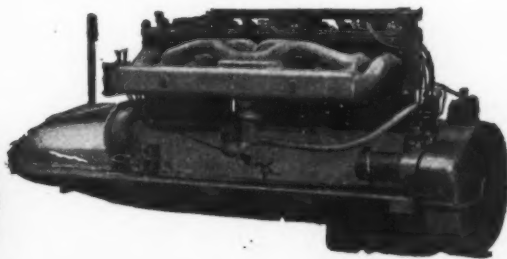
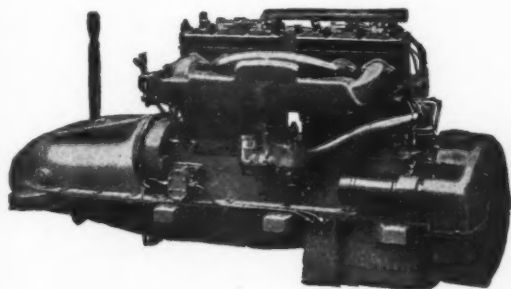
Why So Many Specify SCRIPPS

THE achievements of Scripps Model "E" engines in piling up the biggest list of winnings in cruiser racing on the Atlantic and Pacific during the past two years are significant of the reason why so many purchasers of the Matthews "38" specify Scripps power. Victories such as those the Scripps has won speak more than volumes. They are living testimonials to the all around superiority of the Scripps.

SCRIPPS MOTOR COMPANY

5819 Lincoln Ave.

Detroit, Michigan



Two Splendid Power Plants for the Matthews "38"

E-4
30-45 H.P. Medium Duty
45-70 H.P. High Speed
Including Electric Starter
\$1250

E-6
40- 60 H.P. Medium Duty
65-100 H.P. High Speed
Including Electric Starter
\$1750

Woolsey's Marine Paints

Quality Products since 1853

Are Used on the Matthews "38"



**Yacht White—Gloss and Flat
Adamant Deck Paint—Engine
Enamels**

TUNGSPAR VARNISH

Will Not Turn White

COPPER OLEATE

Fish Net Preservative

Write for descriptive matter



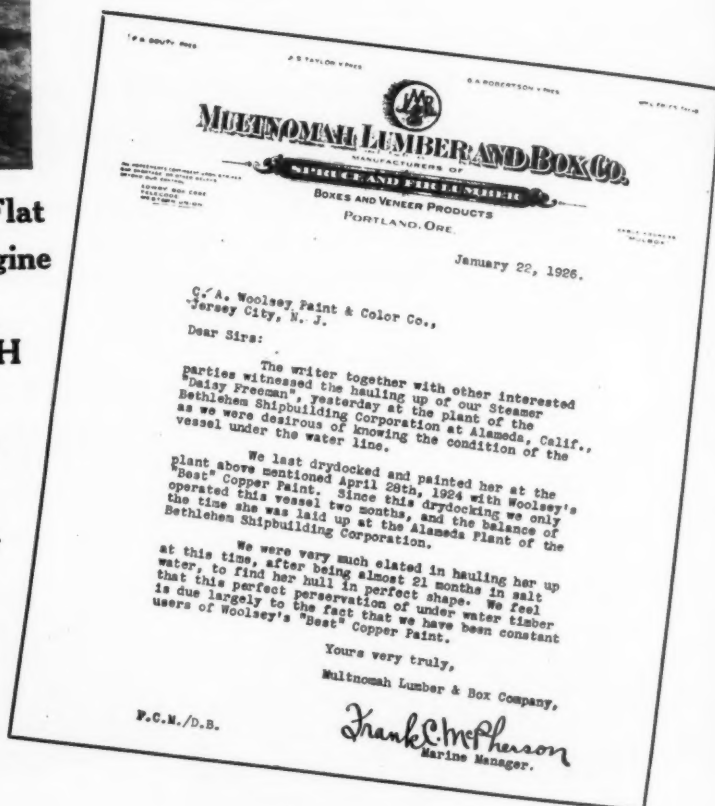
**Woolsey's Copper BEST Paint
for Wood Bottomed Vessels**

Brown Red Green

**Compositions for Steel Bottomed
Vessels**

Anti-Corrosive, 1st Coat—Brown

**Anti-Fouling, 2nd Coat — Red
and Green**



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Office and Factory: Jersey City, N. J.
Warehouses: San Francisco, Cal., Houston, Tex.
Stocks carried in every port in the world.

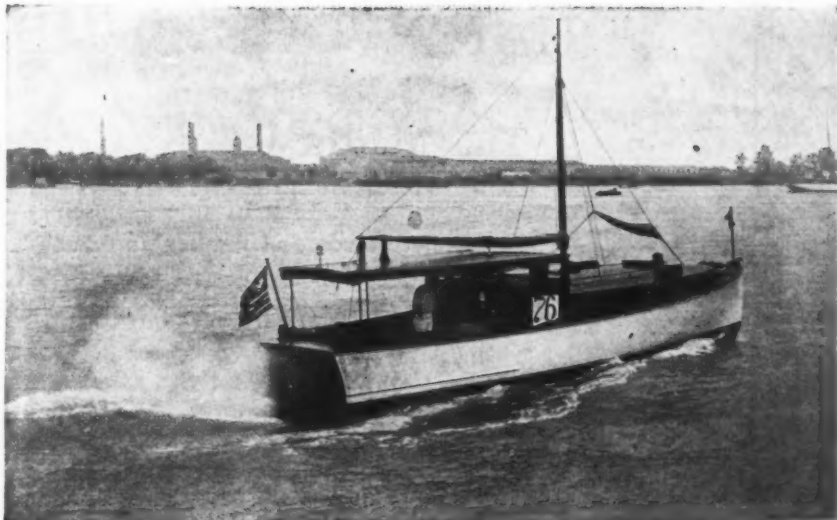
Write today for Marine Paint Booklet and pamphlet entitled "HOW TO PAINT A BOAT" Free.

Peerless

The Matthews "38"

PEEERLESS engines are standard equipment in the popular MATTHEWS "38." At the present time a good proportion of the Matthews production is PEERLESS equipped.

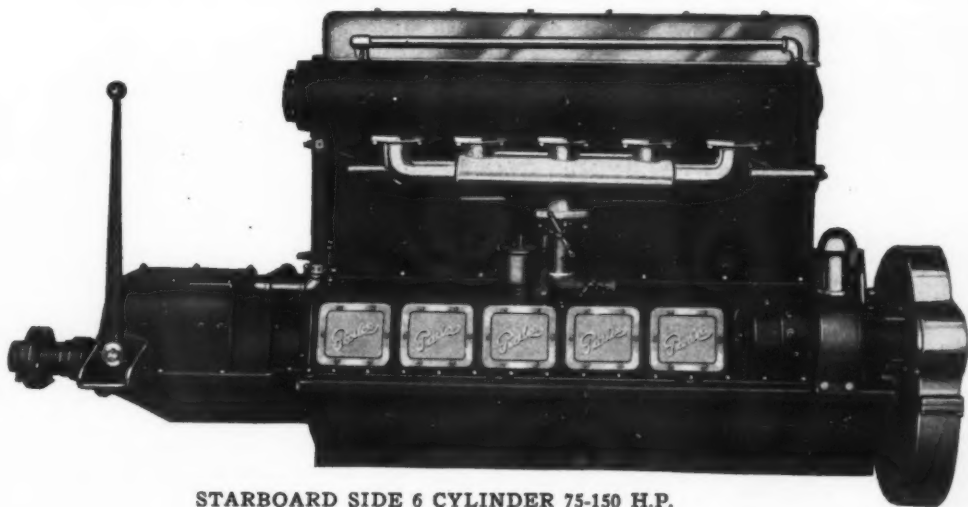
The new six cylinder 75-150 H.P. drives the Matthews "38" at a speed of 18-20 miles per hour. The four cylinder 50-100 H.P. gives this boat a speed of 16 miles. These new valve in the head motors have been installed in the Matthews "38" and tested in actual service.



A Matthews "38" Peerless Equipped

New Peerless Valve in the Head Type Motors

4 cyl. 50-100 H.P. Medium Duty type	-	-	-	-	-	-	\$1600.00
4 cyl. 115 H.P. Semi High Speed type	-	-	-	-	-	-	1750.00
6 cyl. 75-150 H.P. Medium Duty type	-	-	-	-	-	-	2300.00
6 cyl. 175 H.P. Semi High Speed type	-	-	-	-	-	-	2500.00



STARBOARD SIDE 6 CYLINDER 75-150 H.P.

PEERLESS MARINE MOTOR CORP.
 2150 NIAGARA ST. BUFFALO, N. Y., U. S. A.

Matthews

MATTHEWS CO.,



PORT CLINTON, OHIO

Matthews

B G C		C G B
	<p align="center">BRODHEAD-GARRETT COMPANY Incorporated <i>Manufacturers of</i> HARDWOOD LUMBER <i>for</i> The Matthews "38" Cruiser</p> <p align="center">Our large stock of fine and seasoned hardwood lumber and central location enables us to render prompt service to boat builders.</p> <p align="center"><i>Main Office: 4560 East 71st St., Cleveland, Ohio.</i></p>	
C G B		B G C

**National Marine Sailing Lights
Are Standard Equipment on the
Matthews "38"**



No. 526—Class II
Side Light



Champion Stern
Light, Class I
and II.

JUST as on other standardized boats of high quality, National Marine sailing lights are used as standard equipment on Matthews "38" cruisers.

National Marine Sailing Lights are approved government types and more efficient than other makes. Lights equipped with our TRIPLEX LENS are the most powerful made and are visible at greater distances.

We carry a very complete stock of every type of sailing lights for all classes of boats. Also an extensive line of electric lighting fixtures.

Write today for catalog

**The
NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.**

PLUMBING FIXTURES

in the

MATTHEWS "38"

supplied by MOTT of course



Mott Plumbing Fixtures are standard in the finest motor boats, yachts, residences and buildings of all kinds.

The J.L.MOTT IRON WORKS

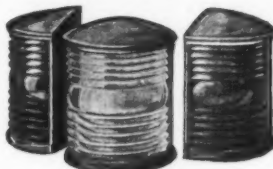
Manufacturing Plant, Trenton, N. J.
118 Fifth Avenue, Cor. Seventeenth Street
NEW YORK



10" Cabin Control Electric Searchlight



Class I Electric Post Light



Electric Running Lights



Class II Electric Post Light



Mahogany Flag Pole and Electric Stern Light

ERICO

Marine Specialties



Double Bracket Lamp

THE MATTHEWS COMPANY
Boats of Distinction

 PORT CLINTON, OHIO

Hubbard & Erickson Co.,
3037-3041 N. Western Ave.,
Chicago, Ill.

Gentlemen:

We have your very kind letter of November 15, requesting information as to our business in using ERICO Marine Specialties, and are very glad to advise that although we have used a considerable quantity of this equipment the past year, all of it has been exceedingly satisfactory and practical for the purposes used. We will recall that we are using a considerable quantity of this equipment on our 1924 model Matthews "38" stock cruiser.

Yours very truly,
THE MATTHEWS COMPANY
Matthews

DN:17



Bracket Lamp with Shade



Single Bracket Lamp



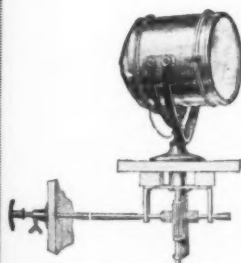
Combination Bow Plate



Mast Hinge

ERICO Marine Specialties are used as standard equipment by builders of high quality boats such as the Matthews "38," because ERICO products are uniform in craftsmanship and quality and meet the exacting demands of the boat builders and their clientele.

Write today for the latest catalog and price list of ERICO Marine Specialties



8 1/4" Remote Control Electric Searchlight



Spark and Trottle Controls



Mooring Bitt



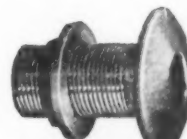
Combination Sash Hinge and Anti-Rattler

HUBBARD & ERICKSON & CO.



3037 N. WESTERN AVE.

CHICAGO, ILL., U. S. A.



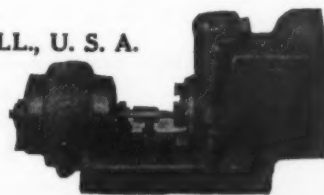
Intake and Exhaust Pipe Connections



Universal Shaft Log



Tank Cap and Flange



Electric Bilge Pump

Matthews

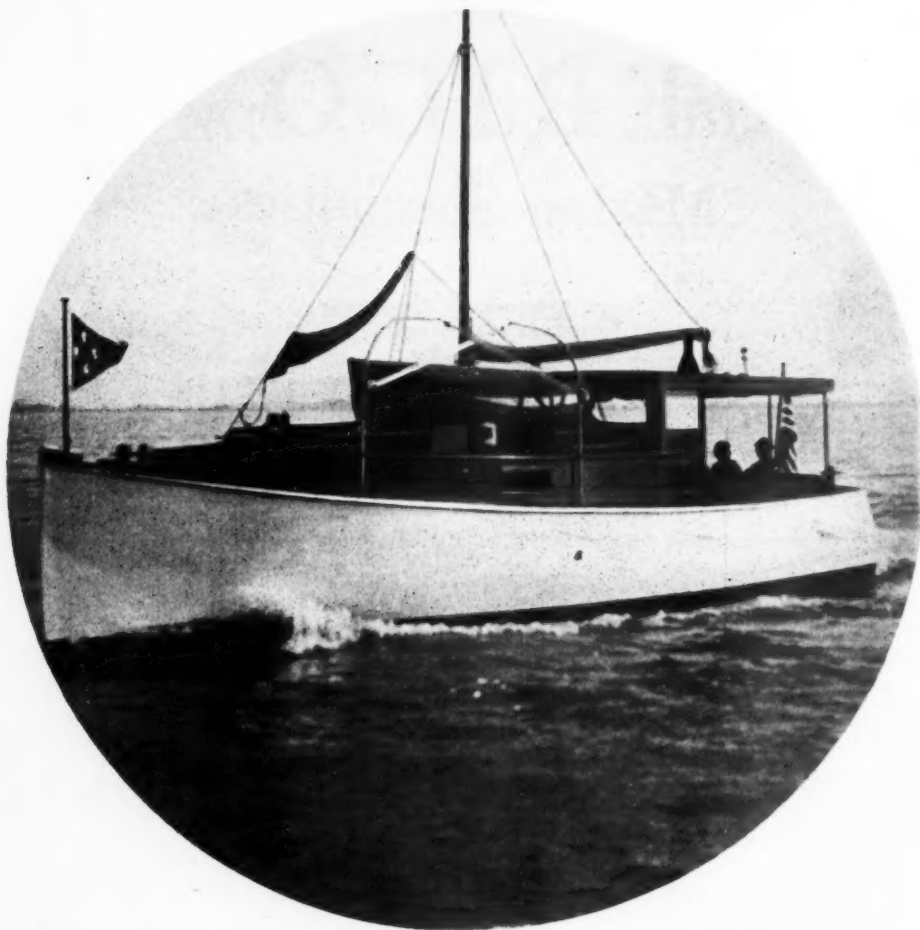
MATTHEWS CO.



PORT CLINTON, OHIO

Matthews

Another Stamp of Its Quality



KUHLS' ELASTIC SEAM COMPOSITION

Used Exclusively on the Matthews "38"

EVEN to the caulking of the seams on the Matthews "38" the builders selected the best seam composition. Kuhls' Elastic Seam Composition is used because for thirty-seven years it has proven its durability under all weather conditions. It sets semi-hard but never gets brittle. Its original elasticity is retained through many years and compensates for the swelling and shrinking of the planking. One filling of Kuhls' Elastic Seam Composition will last for eight to twelve years. Five colors—White, Gray, Yellow, Black and Mahogany.

OTHER KUHLS' MARINE SPECIALTIES

Elastic Flat Yacht White	Elastic Glazing Composition
Elastic Deck Varnish	Elastic Gloss Yacht White
	Elastic Trowel Cement

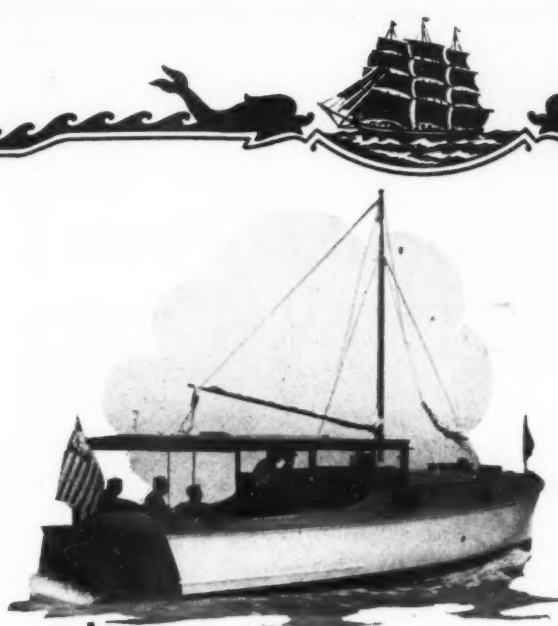
All marine supply dealers carry Kuhls' products

H. B. FRED KUHLS, Sole Manufacturer

Established 1889

SIXTY-FIFTH ST. AND THIRD AVE.

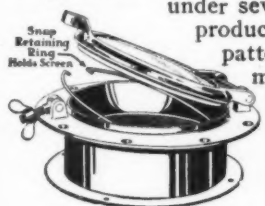
BROOKLYN, N. Y.



You will find many items of
WILCOX HARDWARE
 on the
MATTHEWS "38"

You Can Always Depend On Wilcox Fittings

your boat is fitted out with Wilcox-Crittenden Dependable Marine Hardware. Every product in this large and complete line is carefully made to give the best possible service and to stand up under severe tests. As one of our many products we recommend the inside pattern port light with the new mosquito screen held by a snap retaining ring. It is a feature yachtsmen will welcome and is patented by the W. C. Co. The ring is easily removed by pressure of the fingers and the screen taken out at will. Screen of very fine copper gauze wire, mosquito-proof. Order Fig. 5251.



Inside Pattern
 Port Light 5251

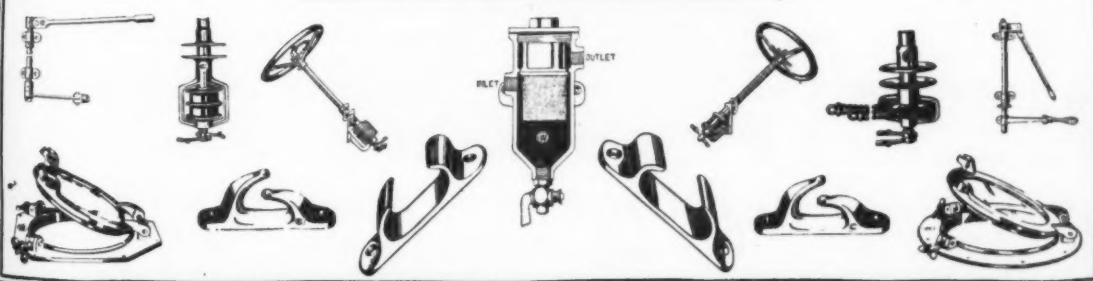
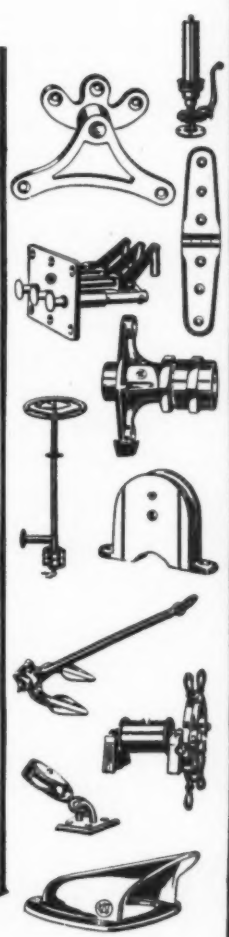
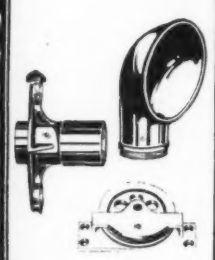
AT YOUR DEALERS, OR WRITE US

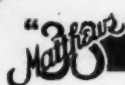
Boat owners should get this book of helpful hints, "Sea Craft Suggestions and Supplies." Tells how to solve those daily puzzlers that few know how to handle. Sent prepaid for 50 cents.

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WHEN YOU BUILD INSIST ON

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MATTHEWS CO.



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The New Chevron Model Sterling Has Been Developed *for* Boats Like THE MATTHEWS "38"

IT has 5½-inch bore, 6¾-inch stroke; ample to work easily at 900 to 1200 revolutions, where the best propeller efficiency is obtained. The Six develops 130 H.P.

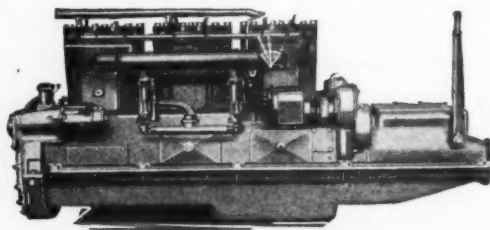
The crankshaft is counter-balanced. You live close to the engine and it must run smoothly. Flywheel and all active parts are enclosed. The engine is confined in a small space which is better kept clean and free from flying oil. The starter and engaging mechanism and all electric equipment are the same as on our \$10,900 Viking engine. There is nothing better made. The engine should never require removal from the boat. Great care is exercised in building and testing it, and occasional carbon removal, if it should be necessary with this efficient two carburetor engine, can be completed in one day. Perfected pistons decrease the possibility of scored cylinders and you should never need to replace a block of six cylinders and install six new pistons for this reason, and because cylinders are cast in pairs.

Pay the difference for a Sterling. Not only the pride of ownership, but the better service it renders, the safe assurance you feel, are worth this difference.

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4 cyl. - - 25- 85 H.P.

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STANDARDIZED
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This product is the base of Berry Brothers' Lionoil Gray—an enamel that is particularly suited for marine requirements.

Lionoil Gray is used as the interior hull finish for all "Matthews' 38" Standardized Cruisers—at present the most popular craft on the Great Lakes.

Because of its remarkable waterproofing qualities, Lionoil Gray gives an excellent seal against moisture.

Our new combination color card of marine finishes is just off the press. Send for your copy now.



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We also make special steel boats for industrial work in tropical waters.

For those wishing a boat at a lower price than our standard, we build a special boat in two sizes fitted with surplus war motors and paint finish.

We still have dealer territory in some parts of the United States.

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COME AND SEE FOR YOURSELF



The New, Powerful Outboard Motors.

The Right Boats Give
10-12-16 MILES AN HOUR

IF YOU CANNOT COME WRITE FOR DETAILS
BRUNO BECKHARD

Flushing Bridge Flushing, L. I., N. Y.
OUTBOARD MOTOR HEADQUARTERS

MARINOBILE

The FORD Powered Motor Boat

Has proven during the past season that it can go and keep going for any length of time under full load in sizzling hot summer weather without having overheating or lubricating trouble. Saying this, is saying a lot.

Two sizes: 16'9" model, \$995; 18' model, \$1185 f. o. b. Kearny, N. J.

Created more favorable comment than any other motor boat at the late New York Motor Boat Show.

T.B. J. LER

SHOWROOM AND SERVICE STATION:
470 PASSAIC AVE. KEARNY, N. J.

Across America By Motor Boat

(Continued from page 74)

claws, hissing hatred, fluffed up fur, and swishing tail; in fact everything that Lake Michigan can do to make its ferocity comparable to that of irate cats, from tom cats and pussy cats to African leopards and Bengal tigers.

Next came Cat Head Bay, another cat-like, treacherous, reef-strewn bight of water, through which we ran for five miles, and about the same distance off shore into Grand Traverse Bay. Grand Traverse Bay is usually one of two things. It is a vast pond of mirror-like placidity, or a heaving tumbling mass of trouble for small boats. Some years ago I spent part of a summer on Grand Traverse Bay, and had learned that no familiarities were to be taken with it. Thus, when we rounded the point of Leeland County about two o'clock in the afternoon, and found Grand Traverse Bay in anything but a peaceful mood, I had little stomach for attempting to cross that day. We were then riding more sea than we had any business to be out in, and with every indication that it would be much worse before we could reach the shores that were barely in sight on the other side of the bay. We decided to run into Northport, a summer resort town on Northport Bay.

Leaving Northport early Monday morning, August twenty-fourth, we found a very gentle north wind blowing, clear skies, and every indication favorable for getting across Grand Traverse Bay. Shoving off at 7.30 we slid through about five miles of glassy smoothness out of Northport Bay, and got well out in the middle of Grand Traverse Bay before we began to encounter any appreciable roughness. Then the gentle ripples began to assume the proportions of choppy little waves, which gradually increased in size until we encountered what might be termed average English Channel weather. Taking the weather quartering on our starboard beam and astern, we wallowed and flopped along on a yawing course for Fisherman's Island, a little snag of land sticking up out of the bay about ten miles south of Charlevoix. At noon we poked the nose of Transcontinental between the Charlevoix Harbor pierheads, and put-putted up the channel to the United States Coast Guard Station. Leaving the boat there in care of Captain Partridge, commander of the station, we went uptown for lunch. Returning to the station, Captain Partridge suggested that we take the inland route across the end of the Southern Michigan Peninsula from Petoskey to Lake Huron at Cheboygan. We had heard of this route by way of Crooked Lake, Crooked River, Burt Lake, Indian River, Mullet Lake, and the Cheboygan River, but could gain no authentic information concerning it. If we could get through by this route, it looked particularly attractive because from Petoskey to the Straits of Mackinac we faced nothing but open water, together with a run of 40 miles, 20 miles offshore, to clear the line of reefs extending from Waughoshance Point almost to Hog Island. I decided to phone the secretary of the Petoskey Chamber of Commerce, and in a very few minutes obtained the information that we could get through the inland water route except for a stretch of three miles at the Lake Michigan end. The familiar accusation that Chicago running the lake out through the Drainage Canal has lowered the lake so boats can't get through Mud Creek," was given as the reason for the west end of the route being closed. The Secretary, however, said that if we were willing to make a portage of about three miles, we could get through the rest of the way to Lake Huron over easily navigable and sheltered inland waters. Much as I detested portages, a portage of three miles seemed preferable to a possible delay of several days waiting for weather that would let us into the Straits of Mackinac. The Secretary also promised every possible cooperation, so I requested him to have a motor truck waiting for us when we arrived at Petoskey at four o'clock that afternoon.

With that arrangement completed we shoved off from the Coast Guard Station, and headed up the lake around Big Rock Point and into Little Traverse Bay. This part of the trip was anything but smooth going. We got pummeled and pounded by the waves all the way, and when we got into Little Traverse Bay we found it not for behind its big Brother—Grand Traverse Bay, for unadulterated, choppy wickedness in a breeze that was not blowing more than twenty miles per hour. However, the weather was dead astern of us, and despite yawing and floundering around, we pulled in behind the Petoskey breakwater at exactly four minutes after four.

We found the Chamber of Commerce and the newspaper reporters on the job. They had the motor truck there, and a campaign of action outlined that made the removal of the

(Continued on page 136)

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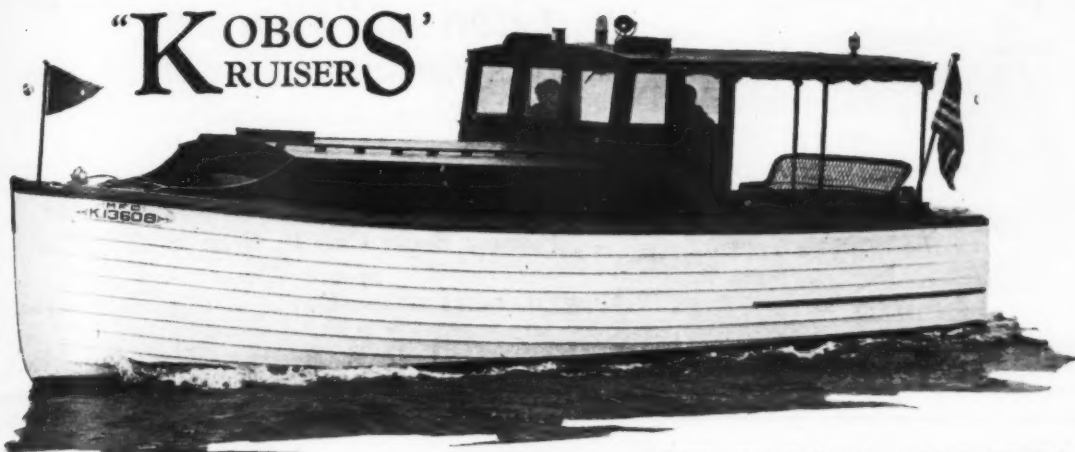
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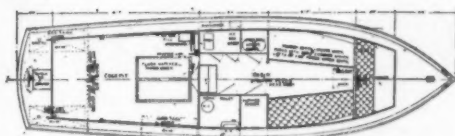
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"KOB COS" RUISERS



22' long, 9' beam, 20" draft. One-man control. Sleeps four. 5' galley with sink, ice box which fills from the outside, and Prest-O-Lite stove. Large toilet with lavatory, mirror and medicine chest. Four berths, 6' 7" x 24". Clothes closet, drawers, plenty of storage space besides. 3" clear spruce keel, 1/4" cedar planking, lap strake; ribs 1 1/2" x 3/8" steam bent oak, 9' centers. Mahogany cabin and ventilating windshield with electric windshield cleaner. Trunk cabin; 6' 2" clear head room. Forward cockpit seats four persons. Hinged awning aft, for fishing, installed free of charge.

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Complete ready to cruise with all equipment afloat at Fair Haven, N. J., with 18-50 H.P. Continental-Van Blerck motor, including electric starter and generator—\$5,300—speed 12 M. P. H.

16 M. P. H.....\$5,650	20 M. P. H.....\$5,950
25 M. P. H.....\$6,100	30 M. P. H.....\$6,400

Above prices afloat at Fair Haven, N. J.
PHONE FOR APPOINTMENT, RED BANK 2106
Three boats ready for immediate delivery.

KOTICK BOAT COMPANY, Fair Haven, New Jersey

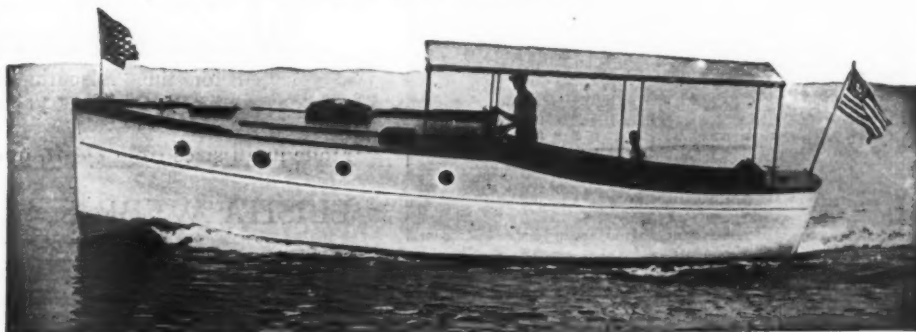
Pennsylvania Distributor: HAROLD C. ANDERSON, 532 Widener Building, Philadelphia, Penna.

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The First "Everybody's Motor Boat"

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Cruiser Com-
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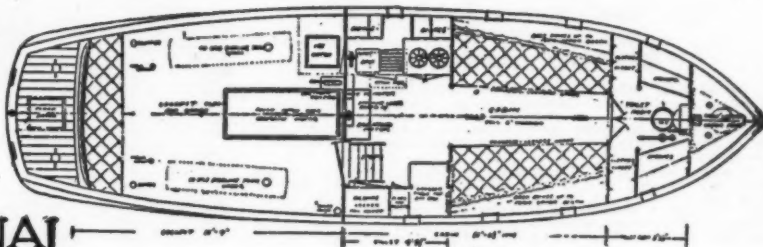


PRICES

\$3950 with Kermath 20 H.P. En-
gine, speed 10 miles per hour.

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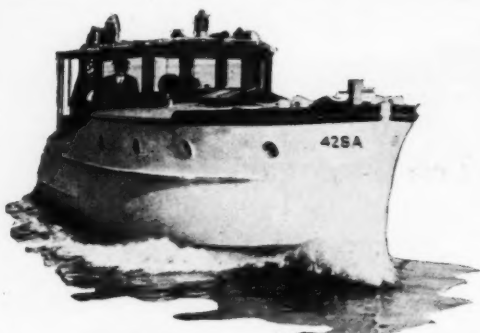
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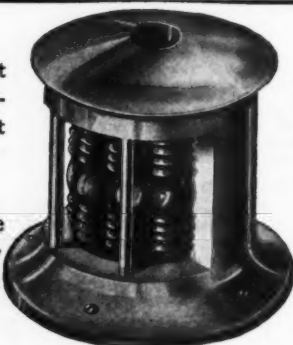


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Light flag pole sock-
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Body in one piece
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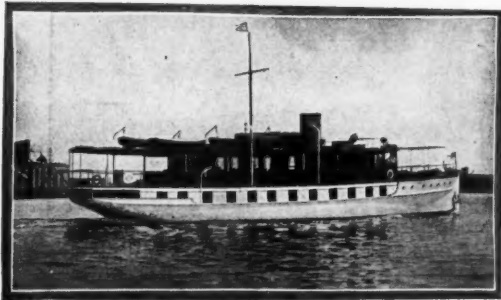
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No Feature of a Yacht's Equipment



98 ft. Houseboat "Alscotia"—Mrs. Stricker Coles

becomes more intimately associated with the owner and his guests than the range with which their food is prepared. That is why the

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Made in all sizes from 2½ ft. upward.
That's all.

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The Ruddock 32 ft. Cruiser

The Ideal Standardized Craft

\$5800 Complete

THE Ruddock 32-ft. Cruiser was developed for Florida waters and is an exceptionally high-grade cruiser. Finished in mahogany throughout. Toilet, galley, stove, cushions. Sleeps 4. Completely equipped and now in commission ready for service. The best proposition on the market. A 50-H.P. W. S. M. engine drives the boat 15 miles. Price holds good for 30 days only. Send for details and specifications.

When in need of expert advice or assistance on any repair work to be done, get in touch with our main yard at Greenwich, Conn., where our facilities for handling boats up to 150 ft. in length are unsurpassed in this part of the country. We carry a complete line of marine hardware, paints and varnishes. We possess a fully equipped machine shop, woodworking plant and have marine railways with ten ton derricks for heavy work. A-1 dockage facilities.

Formerly The Greenwich Yacht Yard, NOW

W. F. RUDDOCK BOAT & YACHT WORKS, Inc.

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PAINT AND VARNISH MAKERS SINCE 1889

**Top and Bottom Paints
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"NEW JERSEY" COPPER PAINTS are made to resist teredos and marine growth, and they produce a finish that will increase the speed of your boat.

"NEW JERSEY" YACHT WHITE has been specified and used on the largest and finest yachts afloat. Retains its whiteness and will stand scrubbing.

"NEW JERSEY" SPAR VARNISH will stand up under all kinds of weather conditions, hold its lustre and give absolute satisfaction.

SOLD BY ALL LEADING DEALERS—OR WRITE DIRECT TO US.

Write for booklet—"Davy Jones' Locker" giving valuable information on painting; sent without cost to you.



NEW JERSEY PAINT WORKS
Harry Louderbough, Inc.

Wayne and Fremont Streets,
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IF BUILT BY SOUND—IT'S SOUND



Water-Pal

20 FOOT RUNABOUT

Nature Gives Us the Waterways, "Sound" the Pleasure Craft to Sail Them

In the construction of this runabout, every detail has been given careful consideration, and through standardization and its low cost of operation, "Water Pal" provides an exceptional unusual value.

The distinctiveness of "Water Pal" has been attained by adhering to the "Sound" Ideal which characterizes the "Built by Sound" quality, workmanship and performance.

THE SOUND MARINE AND MACHINE CORPORATION

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Uniforms
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Yacht Crews Uniformed at shortest notice according to Club regulations.

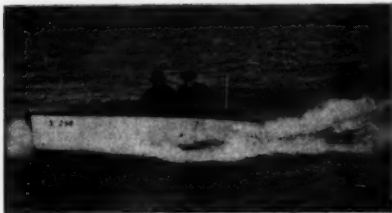
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25 MILE SPEED BOAT \$1,200



"Sandusky," a fully equipped 18 foot, five passenger "Sport Boat" and yacht tender with a guaranteed speed of 25 M.P.H. Smooth, easy and swift riding unlike any other boat at equal price. Durable construction to last a lifetime. Salt water equipped. Electric starter \$100 additional. Crating \$20 extra.

Immediate Delivery from Stock.

Also builders of Dinks 11' 6"—\$75; 13' 6"—\$85; 15' 6"—\$95
13' 8" Flat Bottom Rowboat—\$50. All Prices F. O. B. Sandusky, Ohio

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SANDUSKY BOAT & CABINET CO.
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MARINE HARDWARE

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Money Saving Prices

Life Preservers Pillows	- - - -	\$1.00
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Complete Catalog, with Money-Saving Prices, Free Upon Request.

ATLANTIC SUPPLY CO.

ATLANTIC HIGHLANDS, N. J.

Across America By Motor Boat

(Continued from page 132)

boat from the water the easiest job of the sort on the entire trip. The bottom of Petoskey's harbor is solid rock. A large dray with a team of horses was driven into the water until the bed of the wagon was submerged. We ran Transcontinental over the dray, and the horses were driven ashore. Once ashore the truck was backed up against the rear end of the dray, and we skidded the boat on its keel from the dray to the truck. In about an hour from the time we drew up in Petoskey Harbor we slid the boat off the truck into the waters of Crooked Lake, lengthening our portage to six miles in order to avoid uncertain navigating in Mud Creek and Mud Lake. By the time we were ready to get under way the daylight was nearly gone. We therefore completed the day with a run of three miles down Crooked Lake to the village of Ponshevaing, where we found a comfortable inn with boathouse facilities and stopped for the night.

Our run from Ponshevaing to Cheboygan on August twenty-fourth, a distance of 50 miles, was one of the most pleasant day's cruises of the entire run from the Pacific Ocean to the Atlantic. The wind blew a howling gale all day long, but it did not bother us while cruising through these small and sheltered inland waters. Had we remained on Lake Michigan, we'd have been mastheaded in Petoskey that day, for with the wind blowing as it did, we could not have made the run of 40 miles, 20 miles offshore around the line of reefs stretched out between Lake Michigan and the Straits of Mackinac. For those who may not be familiar with this route across the northern end of the South Peninsula of Michigan, I should mention that the entire inland trip can be made from Lake Huron to Crooked Lake, within six miles of Petoskey, by any boat that does not require more than three feet of water. The watershed of the entire system is into Lake Huron. Crooked Lake discharges into Crooked River. Crooked River is about a hundred feet wide, and meanders literally all around Robin Hood's barn, flowing about sixteen miles from Crooked Lake into Burt Lake. It is fine clear water, full of fish, and with a current of about one mile per hour ambling through swamp lands and forest. Burt Lake, small though it is, was kicking up a nasty sea when we made our run of eight miles across it to the outlet into Indian River. Indian River is about as crooked as Crooked River, and traverses a magnificent forest wilderness before discharging into Mullet Lake. Mullet Lake is twelve miles long and four miles wide. The wind was howling down the length of it, and there we got an illustration of how infamously rough some of these small, shallow inland lakes can get under the right kind of wind conditions. We arrived in front of Topinabee at noon, stopped there for lunch, and then went on down the lake to its confluence with the Cheboygan River. This run down Mullet Lake was through about the same sort of water we'd encountered in crossing Grand Traverse Bay.

In the Cheboygan River we found a placid, gently flowing stream, easily navigable, and winding through pulp wood forest and farm lands. Cruising it was pure pleasure until we reached the edge of the town of Cheboygan. There we found the river somewhat obstructed by pulp logs, and encountered a dilapidated old wooden lock around a dam constructed by a paper mill for the purpose of creating hydro-electric power. After a half-hour's search of the paper mill and the surrounding neighborhood we succeeded in locating the lock keeper, who didn't want to be bothered operating the lock until the following morning. When I assured him that time was a tremendously important factor with us, and applied the proper lubricant to an itching palm, he condescendingly agreed to let us down the lock at once—provided we'd give him a lift with the rickety old gates and sluices which required the combined efforts of about four husky men with miscellaneous crowbars and leverage devices. After an hour's effort we got the pulp logs and driftwood cleared away from the upper gate, and pried the gate open. When we got into the lock the whole ramshackle wooden structure leaked so badly that we could scarcely get the water to lower. We got down within a foot of the lower level, but the water would go no lower. The relation between leaks and outlet were exactly balanced. The lock keeper, however, was not defeated. He brought a block and fall, and with it we all but tore the wobbly gate to pieces getting it opened against the water pressure until we had a six foot crack between the two lower gates. But, that was enough for Transcontinental's five foot beam. Wilton set up his movie camera and turned the crank on shore while Woodbury and I manned the boat and shot the rapids out of the lock, and down onto the level of Lake Huron.

(Continued on page 142)

FOR EVERY
MARINE USE

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THROUGHOUT



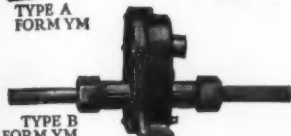
TYPE B
FORM XM



TYPE A
FORM XM

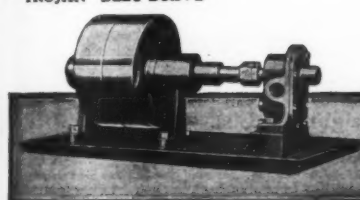


TYPE A
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TYPE B
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"TROJAN" BELT DRIVE

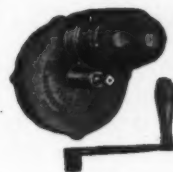
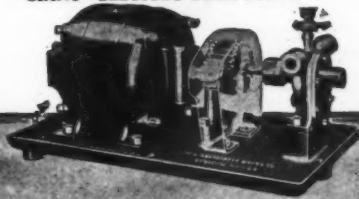


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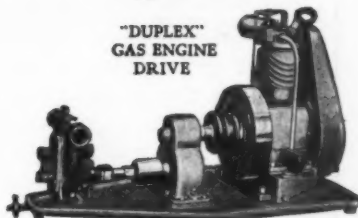
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BILGE
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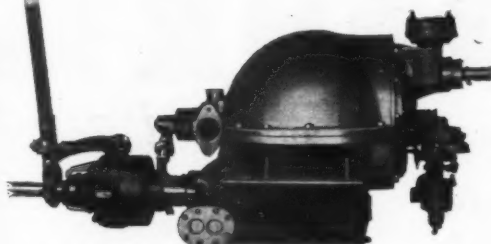
"DUPLEX"
GAS ENGINE
DRIVE



"JUNIOR" ELECTRIC
DIRECT DRIVE



Gasoline Turbine Type Power Plant



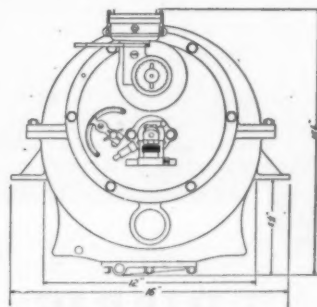
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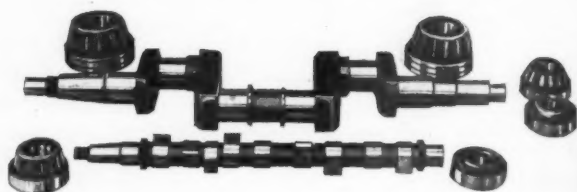
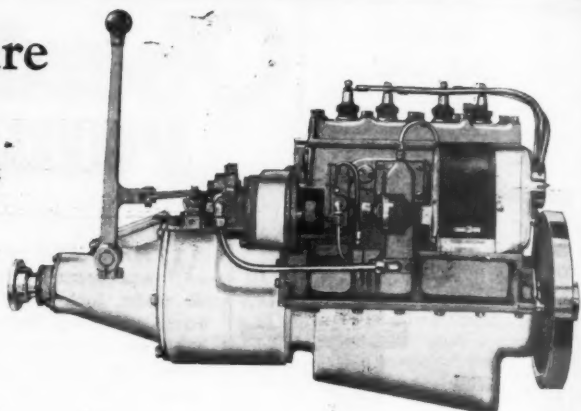
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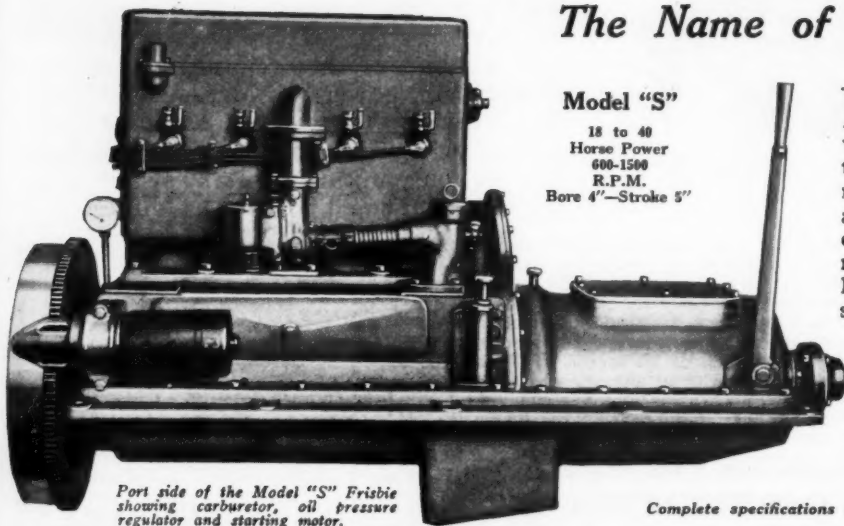
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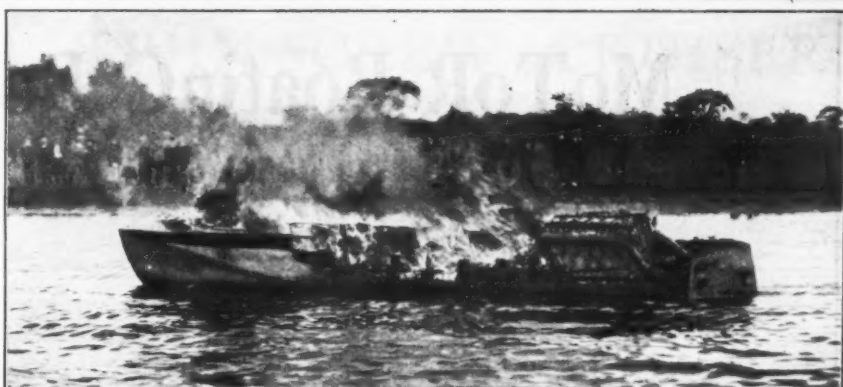
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Advertising Index will be found on page 244

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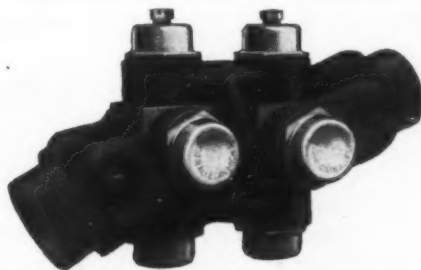
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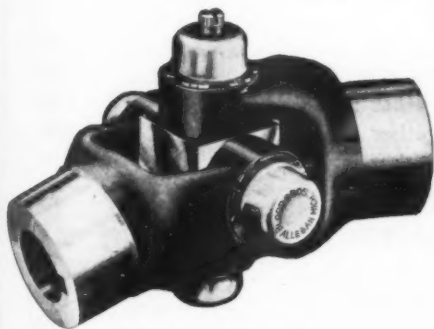
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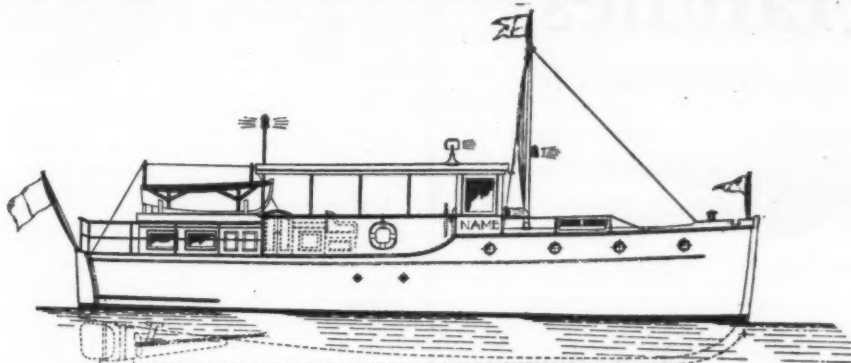
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Retaining a Leadership of Twenty Years A NEW SYRACUSE REVERSE GEAR WITH A FULL 100% REVERSE SPEED



THE Syracuse Reverse Gear with rear starter built integral. An all enclosed gear running in an oil bath. Ball thrust bearing and starting crank. Gives perfect control. Especially adapted for all kinds of converted motors. Easiest on the market to install.

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In bringing out this new gear with a full 100% reverse speed, the first ever offered the boating world, Syracuse has continued to carry the banner of leadership. Syracuse was the first gear manufacturer to make a gear with a rear starter built integral and now comes another leader the new Syracuse gear with a **FULL 100% REVERSE SPEED.**

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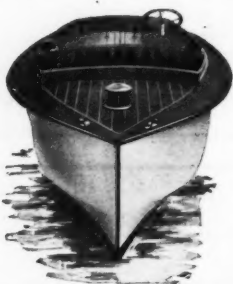
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Eau Claire, Wis.

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"famous
for boats"



for forty
years!"

Across America By Motor Boat

(Continued from page 136)

Going on down the Cheboygan River to the center of the town, we found the men at the fish market full of press reports concerning us, but hardly expecting us to be in sight in the direction from whence we came. They gave us a berth for the boat alongside the market, and instructed the watchman to keep his eye on it. Lalone's Inn, the principal hostelry of Cheboygan looked good to us that night.

Next morning we found a gentle breeze blowing and with a murky overcast sky that was half fog and half smoke from nearby forest fires. No rain had fallen in that part of the country for weeks. Everything looked as dry and tindery as Southern California in the rainless season, except that there were no irrigated sections to relieve the monotony of this drought blighted region. Forest fires were burning everywhere. Six different fires were in full view when we passed out of the Cheboygan River and began heading across the South Channel toward Pointe Au Pins on Bois Blanc Island. We found the Straits somewhat choppy, but what wind there was was blowing from the north, so we cruised across to Bois Blanc Island, got in the lee of it, and then headed along the shore for Round Island and Mackinac Island. At noon we tied up at the Coast Guard Station on Mackinac Island, and went ashore for lunch.

A quaint and picturesque spot is this little summer resort isle at the cross roads of the Great Lakes. Rich in history and romance, and with only rubber shod horses as a substitute for the noise and hub-hub of motor car traffic it is a restful and pleasant place indeed. I can compare it with only one other place I've ever been that is anything like it—that is Bermuda.

Returning to the Coast Guard station and seeking advice concerning prospective weather, the captain of the station advised us to hurry right along to Detour at the tip of the North Peninsula of Michigan. "You've got good weather this afternoon," he said, "but tomorrow it's going to blow." We decided to act upon this sound advice, but before showing off we stopped to exchange further greetings with the Coast Guard Captain, and the captain of a businesslike rum chaser that had pulled in off of Lake Huron for fuel. The captain of the rum chaser advised us to run to Detour at once, and then clear from there for Thessalon, Ontario, in order to carry out our plan of following the north shore of Lake Huron into Georgian Bay. He advised this route as preferable to my plan of running south of Drummond Island, between Drummond and Cockburn Islands, and along the north shore of Manitoulin Island to Little Current. In further conversation with the Captain of the Coast Guard, he said: "Your trip reminds me somewhat of a chap who came along this way last year. I can't recall his name just now, but he was a great big fellow, travelling with about such an outfit as your's with an outboard motor. He came out of Milwaukee, I believe, and was heading through to New York. He's a writer, and I remember that he said he lived somewhere out in California." I replied to the Captain that I thought I knew the gentleman to whom he referred. "I think Mr. Lewis R. Freeman is the man you mention." "Aye, that's the man."

Certainly Mr. Freeman requires no introduction to readers of *MOTOR BOATING*, or anyone else who does much reading in the English language. It's almost impossible to travel anywhere on this earth, or to travel very far in any direction without crossing Mr. Freeman's network of terrestrial trails. I told the captain that I was pleased to be able to include Mr. Freeman among my personal friends, and that when we are both home we are neighbors—our respective homes in Pasadena and Alhambra, California, being only about ten minutes apart by automobile.

On the rest of the transcontinental motor boat cruise, or from Mackinac Island to New York City, we met people in nearly every port we touched who told us of having met Mr. Freeman the previous year. If they didn't remember his name they remembered his size, and invariably described him as "a monstrous big fellow traveling with an outfit about like yours—but alone." On through Canada, through the Trent Waterway, through Lake Ontario, down the St. Lawrence, up the Richelieu, and from Lake Champlain to Gotham, we touched so many places where friend Freeman had been that I almost feel that I'm re-telling his story in attempting to carry the story of Transcontinental on to the Atlantic seaboard.

However, I find Mr. Freeman's account of the journey all the more interesting now that I've been over his route, and it is impossible for identical experiences to befall different parties even though they travel the same path. Al-

(Continued on page 144)



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SIX CYLINDER MEDIUM DUTY

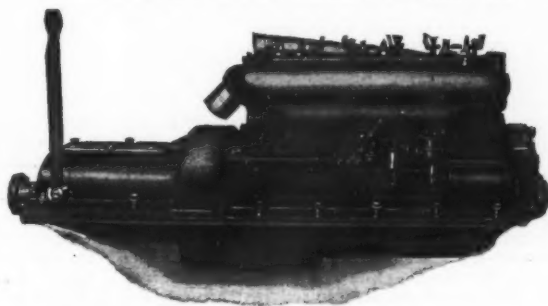
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DISCOUNT TO BOAT BUILDERS

Everything for the boat except the gasoline.

Send for Catalog of Boat Hardware

TOPPING BROTHERS
159 VARICK STREET NEW YORK

Across America by Motor Boat

(Continued from page 142)

though we had traveled something like 4,000 miles before we picked up Mr. Freeman's Great Lakes trail, we were still a long way from New York when we arrived at Mackinac Island. This story would be far from complete without recounting at least the highlights of the cruise of Transcontinental from August 25 to October 4 and from the Straits of Mackinac to New York City.

There were twelve miles of open water to be crossed between Mackinac Island and Isle Alarquette, the southernmost of the Les Cheneaux Islands. While we would have enjoyed very much running behind Les Cheneaux Island, the time that the trip would require made it a route to be taken only if we were driven in by bad weather in the open waters. With favorable weather, and a blow promised for the following day, we pulled away from Mackinac Island on the shortest possible route for Detour—thirty-eight miles over the horizon in the haze of the fog and forest fire smoke. Isle Alarquette was not in sight due to low visibility, so we had to hunt it out with our chart course and compass. Fortunately our navigating that day wasn't as bad as it was the day we crossed Lake Michigan, and at two o'clock in the afternoon the island came into view just about where we expected to find it. Once alongside the tip of Isle Alarquette, any landlubber's navigation could be relied upon for the rest of the run to Detour, for it was a plain case of going by the chart and following the shore. The gentle wind and somewhat choppy sea died down as we cruised on through the afternoon. We were running along a lee shore and made fair time, pulling into a landing at Detour in the shelter of a wrecked steamer piled on the beach, and arriving there at 7.30 in the evening.

Detour doesn't boast a hotel, but we found a longshoreman's wife who conducts a boarding and rooming house where we were able to procure food and lodging. By this time we were about through with attempting to camp. Too much time was lost at camping, and more than that—the early onslaughts of winter in this altitude exerted a persuasive influence that made us willing to sleep in a bed whenever a bed under a roof was available. Later in the evening we hunted up the local customs officer and got clearance papers for our boat into Canada, expecting to pull out for Thessalon in the morning.

The gale of wind that the weather bureau had forecast for August 26 proved to be no false prophecy. We arose that morning to find that Detour meant making a detour from our scheduled route if we expected to get to Thessalon that day. The wind was sweeping down from the northeast so violently that it was almost difficult to retain one's footing on land, and with thirty-six miles of open water across the North Channel between Detour and Thessalon, we knew what that meant. It would have been suicide for us to attempt to run that day. Thus, if we desired to avoid the loss of another day we had no alternative but to detour ourselves through waters that we could travel under the existing weather condition. There were just two possible routes open to us. One was to run up St. Mary's River to Saulte Ste Marie, cross over to the Canadian Soo, and then run around the north side of Sugar Island and St. Joseph Island. That route to Thessalon while much longer than directly across the North Channel had the advantage of sheltered waters to the Soo, and the lee shore of the Ontario mainland from the Soo to Thessalon. The other possible route for us was to run along the lee shores of Drummond and Cockburn Islands. But that called for a dangerous crossing between the two islands, and a bad run through the Straits of Missasauga between Cockburn Island and Manitoulin Island. Going south of Cockburn Island also involved useless mileage, and a practical certainty of a weather tie up once we reached the north shore of Manitoulin Island. Thus, our decision to go to the Soo was a sort of Hobson's Choice. It was about the only place we had a chance to go, but with the added attraction of letting us visit the great Soo Locks which none of us had ever seen.

Never having intended to go to the Soo, we had no charts of St. Marys River. A local lake captain, however, cleared this difficulty away for us by offering us the use of the three necessary charts on condition that we'd mail them back to him from Thessalon where our own charts would pick up the trail again. We got under way at 8 o'clock that morning, and in a very few minutes were heading up St. Marys River around the south shore of St. Joseph Island. St. Marys River has quite a vigorous current, and the volume

of water it pours into Lake Huron and Lake Michigan is certainly many times the quantity being taken out of the lakes by the Chicago Drainage Canal. The current retarded our speed considerably, and in places where the river narrowed down we found we had scarcely four miles per hour left after overcoming the resisting force against us. Fortunately, however, there are only a few miles of swift water in the fifty mile run from Detour to the Soo. We took lunches aboard the boat when we left Detour, and from 8 o'clock in the morning until 5 o'clock that afternoon LEWIS, the motor we used that day, never once ceased to turn his 1,200 revolutions.

If we had felt lonesome in some of the waters through which we'd previously cruised, we certainly could never say that of St. Marys River. Never in any water on the face of the earth that I was ever in have I seen such a parade of shipping as moves up and down that river. A parade of shipping is the only term to describe it, for the ships trail each other up and down the river in an endless procession during 24 hours of every day that the waters are not closed to navigation by ice. One sees there every type of ships to be found on the Great Lakes, and carrying the name of every port of registry from Duluth to Buffalo, and from Chicago to Port Arthur. There are also many smaller packets of foreign registry; for any ship from any port on the seven seas that can pass through the St. Lawrence and Welland Canals is liable to poke its nose into this beehive of fresh water maritime commerce. Citizens of the Soo boast of the fact that the annual tonnage of shipping handled through the Soo Locks is greater than the combined tonnage of the Panama and Suez Canals and the ports of Liverpool, Southampton, and Cherbourg; and that this staggering total is accomplished during a navigation season of approximately eight months.

Landing at the American Soo near five o'clock in the afternoon we hurried to the customs house, and changed our clearance papers to enable us to enter Canada by crossing the river to the Canadian Soo. Then after a brief sojourn with our feet under the table of a nearby restaurant we said good bye to the United States until we would reenter into the State of New York at the lower end of Lake Champlain. Had we been expecting an ordeal with the Canadian Customs officials we'd have been disappointed. Put-putting across the river we landed at the Canadian Customs House landing. Nobody paid any attention to us whatever until I went into the building, buttonholed a customs officer, and informed him we desired to establish ourselves in compliance with Canadian laws. The officer then came out, took a look at our boat from the dock, asked a few questions, and told us to run along.

The morning of August 27 dawned without a breath of wind blowing. A high fog that hung over the country was heavily charged with the smoke from nearby forest fires fanned to fury by the gale of the previous day. Ashes were dropping around the Soo as we shoved off for a run up the river to have a look at the locks and rapids before heading around for Hoboken. After making a run about half way up the rapids to see how they compared with the rapids of the Columbia and upper Missouri, we ran to the American locks. We needed no introduction to the lock officials. Press publicity enabled them to address us by our names when we informed them we desired to go up and down the locks—just to have a look at them, and to shoot a few photographs. The Soo Locks are comparable in size to those of the Panama Canal, through which I had the pleasure of taking a 15-foot Evinrude outfit something over a year ago; and they are operated with precisely the same degree of speed and efficiency as the locks of Panama. Transcontinental looked rather diminutive in these great locks, and our small size was accentuated by our locking up and down with a couple of 10,000 ton ore boats. We made both still pictures and movies of the Soo Locks and rapids, but with the poor light and poorer visibility due to fog and smoke the results were scarcely more than a waste of negative stock.

But this story is running to too great length. Many unimportant details must be omitted. We got away from the Soo at ten o'clock in the morning, and made good speed with the current down the North Channel of St. Marys River, north of Sugar Island, through the wide expanse of water known as Lake George, and around St. Joseph Island into the main waters of Lake Huron again. While the day

(Continued on page 146)

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because of its compact design, small size, large output of electricity. Will fit in very small space.

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SPECIFICATIONS

Length 21", width 14", height 21". Weight: 110 pounds. 600 watts. 12-32-110 volts. With or without batteries.



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PENN YAN BOAT COMPANY, INC.

Penn Yan, New York

Across America By Motor Boat

(Continued from page 144)

was miserable from the standpoint of photography or appreciation of scenery, we could scarcely have picked a better day for making mileage. There being no wind at all we had nothing but glassy surfaces that day, and aided for thirty-five miles by the current flowing down St. Marys River from Lake Superior. The North Channel of Lake Huron, which we had not dared to cross two days before was like a pane of glass when we ran out the mouth of St. Marys River. We rounded the end of St. Joseph Island at two o'clock in the afternoon, then held a course well out to sea for twenty miles, putting in at Thessalon a few minutes after sundown.

By this time the shortening hours of daylight had become a matter of grave concern with us, for daylight was like butter—there is no substitute for it. It became necessary for us to take full advantage of every minute when there was light enough to travel. This meant getting out in the morning, ready to shove off with the first rays of dawn, lunching in the boat, and never stopping except when we were compelled to do so. The part of this program that grieved Wilton and me most was the necessity of passing up some of the most excellent photographic and motion picture material. Both of us being men of photographic tastes and training, passing up some of the material that we were forced to pass up for the necessity of making mileage, was something of the plight of a hunter in a rich game country and with a disabled gun.

We were far more fortunate in the matter of favorable weather in the open water areas of Lake Huron than we had been in Lake Michigan. After leaving the Soo, we had four solid days of windless weather—days that were foggy, smoky from forest fires, and with low visibility, but excellent for traveling. If we could but reach the million island region of Georgian Bay under favorable weather conditions, the weather would give us scant worry until we reached Lake Ontario. Thus, we got out of Thessalon at the break of dawn on August 28, lunched at Blind River, and camped that night on Manitoulin Island within ten miles of Little Current, the principal point of human activities on this magnificent Canadian wilderness playground between Georgian Bay, Lake Huron, and the North Channel. We pored 80 miles off the transcontinental waterway distance that day in a twelve hour run. Hoping to get to Little Current that night, and sleep in a bed, we fell just ten miles short of our mark, camping for the first time in several weeks. There in cold contrast with the torrid heat of the Missouri and Illinois River country, we all but froze to death in spite of warm sleeping bags and heavy blankets.

With another favorable day of windless, humid, and semi-foggy weather, we clipped off a fine day's run of approximately 76 miles from our camp on Manitoulin Island to Byng Inlet. By this time we were into the island region of Georgian Bay, and didn't care a great deal what the weather might do. It could do its worst, but we would still have favorable water to travel upon. No written description of this region can do it justice. One needs charts, and good charts too, to attempt to navigate these waters, or gain any comprehensive knowledge of what they are really like. Persons who have heard of, or seen the famous Thousand Island Region of the St. Lawrence River should have a look at a large scale chart of Georgian Bay—or preferably attempt to take a motor boat through the Georgian Bay archipelago—and get some brand new ideas about islands in a group. When I broke out our charts of these waters I must admit that I received somewhat of a shock. I was convinced, at least, that when the charts were made they put the islands on the map by dusting them on with a pepper shaker. There are no less than ten thousand islands that haven't even got names. It would strain the English language to attempt to name them all—these islands that range from tiny snags of rock to areas of forested land several square miles in extent. Moreover, the lowering of the lake levels during the past several years has produced a few thousand islands that were not in sight when the charts were printed. Navigating through this conglomerate assortment of islands, rocks, and submerged islands is a task to tax the navigator at reading his charts and logging his position. With our little packet drawing only 18 inches of water we had little hesitation at running down the inside of everything on our day's run from Byng Inlet to Parry Sound, and another day's run from Parry Sound to Port McNicoll. But, I would be very reluctant about attempting this trip with any boat of greater draft.

I found that about the only way I could keep track of our

(Continued on page 156)

NEW YORK

John Wanamaker

PHILADELPHIA

EXTENDING further the service of a great pioneering store . . . Placing Wanamaker resources and vision squarely behind the problem of providing motor boats and cruisers at low cost. . . . Cooperating with great organizations skilled in quantity production to achieve this end.

The J W 38 is a trunk cabin cruiser of amazing power and luxury. Cruising accommodations for 8. Gasoline capacity for about 350 miles on one filling. 100 H.P. Hall-Scott motor. Speed 14-15 miles. One man control. Ideal for northern or southern waters, fishing trips or long cruises.

Specifications on Next Page

38 ft. Cruiser

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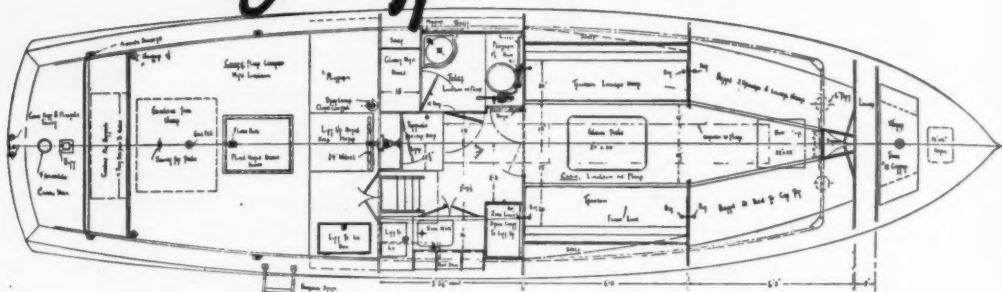


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LENGTH OVERALL, 38'0"

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The JW 38 will be on Display in
the New York Store after April 1

DELIVERIES

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All other boats now on display
ready for delivery

TYPE:

Round bilge, trunk cabin type, with well ventilated cabin, water-tight cockpit, windshield and cockpit awning.

The bottom has a straight run, easy entrance, good width of floor.

KEEL:

In two parts, the keel being of hard pine in one piece from stem to stern bearing. Apron of selected white oak.

COUNTER TIMBER:

Of white oak, moulded to form shaft log.

STEM AND KNEE:

Of white oak.

TRANSOM:

Of three-ply mahogany, bolted to hack-matack knee.

FRAMES:

Of white oak, steam bent, spaced about 10-inch centers.

FLOORS:

Of oak, on every frame, alternate ones being full depth of cabin floor.

CABIN TRUNK:

Of solid mahogany with jump sash windows; five-ply oak beams; top of tongue and grooved pine, covered with canvas. All finished with heavy nosings, grab rails, etc.

CLAMPS, BILGE STRINGERS AND

SHELVES:

Of Oregon fir, in one piece from stem to stern.

PLANKING:

Of Oregon fir, fastened with brass screws, heads counterbored and plugged.

DECK BEAMS:

Of white oak, sawed to shape.

DECK:

Tongue and grooved pine, covered with linoleum. Plank-sheers, cockpit washboards and other deck trim, of mahogany.

WATERTIGHT COCKPIT:

Covered with linoleum, fitted with two scuppers draining overboard.

WINDSHIELD:

Of solid mahogany with plate glass sashes, center one to swing up.

AWNING:

Of heavy khaki, fitted with side curtains, supported by brass stanchions and wood frame. After section to be removable for fishing aft.

CABIN TRIM:

All furniture, berth fronts, transom fronts, door trim, bureaus, etc., of solid mahogany, finished in heavy varnish. Balance of woodwork finished in ivory enamel.

TOILET:

To contain porcelain lavatory, pump type marine water closet, towel bar, mirror, soap dish holder, linen drawer, lockers, shelves, etc. All finished in white enamel.

GALLEY:

Fitted with two-burner stove, enameled iron sink, zinc lined icebox with access from cockpit as well as galley, dish lockers, dresser drawers, shelves, etc.

GASOLINE TANK:

125 gallons capacity, of copper, riveted and sweated.

FRESH WATER TANK:

Tin lined copper; 60 gallons capacity. Gravity feed to wash bowl and sink.

MOTOR INSTALLATION:

Six cylinder, 100 horse power, Model H. S.M. Hall-Scott marine engine, complete with electric starter, generator and battery, piped with brass and copper piping throughout. Shutoff and stop valves on all hull inlets and exhausts.

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Of Tobin bronze, in one piece, from propeller to engine.

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BOX:

Of composition, habbitted. STRUT bearing—Goodrich Cutless rubber.

PROPELLER:

Three-blade Hydée, bronze.

EXHAUST PIPE:

Seamless copper tubing with brazed copper expansion chamber, cooled by exhaust water from engine.

CONTROLS:

Clutch controls, spark and throttle controls, ignition switches, starting button, gauges, etc., carried to steering wheel.

STEERING GEAR:

Twenty-four inch diameter, mahogany spoke wheel, operating a manganese bronze rudder, supported at the top by substantial yoke, at the bottom by bronze shoe. Steering ropes to be best grade flexible steel, laid over sheaves to quadrant.

PAINTING:

Hull topsides painted three coats of white. Bottom painted three coats of anti-fouling paint. Canvas decks to be painted buff color. Trunk sides, washboards, and other mahogany deck joiner work, three coats of heavy varnish. Cabin to be finished in ivory enamel with mahogany trimmings varnished.

ELECTRIC WORK:

Boat lighted by means of current supplied from starting battery. Two lights in each cabin, watertight receptacles for running lights, trouble light, etc.

UPHOLSTERY:

2 Springs for berths, with Kapoc water-proof mattresses for same.

2 Spiral springs for transom, with cushions for seat and back.

8 Pairs of cabin curtains.

2 Pairs of portlight curtains.

2 Berth pillows, covered with ticking.

1 Cushion for cockpit seat.

EQUIPMENT:

Linoleum for cabin floors and cockpit.

2 Mahogany flagpoles.

1 50-lb. anchor and rope for same.

2 Manila dock lines.

1 Pyrene fire extinguisher.

1 Bosch electric signal horn.

1 Chart case.

1 Binnacle.

4 Jacket life preservers.

1 8-inch brass bell.

1 6-foot boat hook.

2 Copies pilot rules.

1 Two-burner kerosene stove.

1 Set of sailing lights, combination oil and electric.

1 Mahogany boarding ladder.

2 Canvas fenders.

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1 Folding cabin table.

1 Bilge pump.

Name and hailing port on stern, license numbers on bow.

Engine tools.

Emergency tiller.

1 Fog horn.

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Advertising Index will be found on page 244

1926

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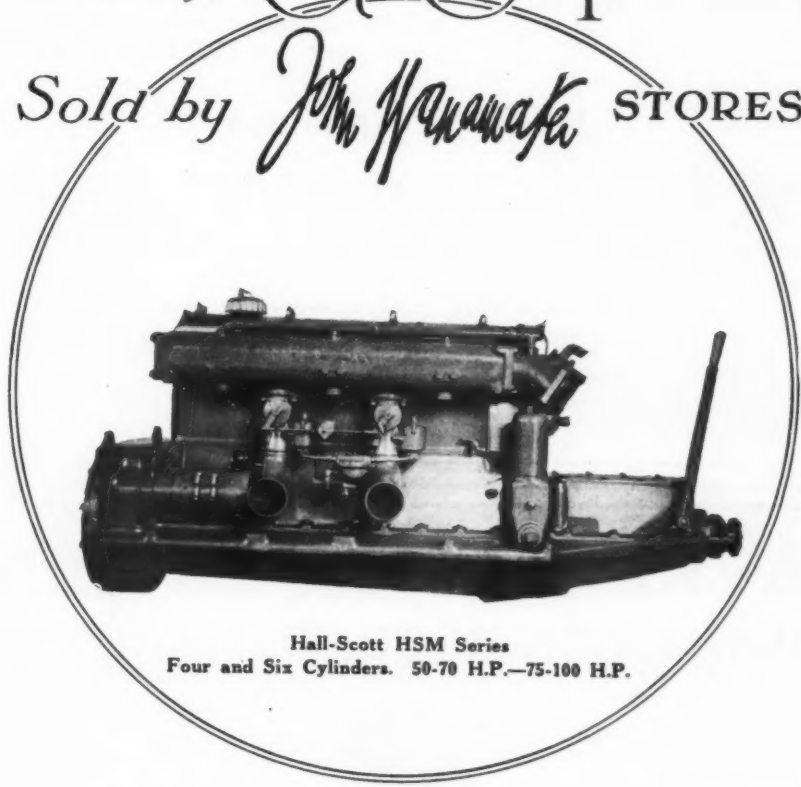
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HALL-SCOTT SUPER MARINE ENGINES

See other Hall-Scott Announcements on page 119

As Designers of the New J-W 38 Cruiser

Albert E. Eldredge—who for a number of years has been Vice-President and General Manager of the Geo. Lawley and Son Corporation

Also

Walter J. McInnis—formerly the Naval Architect and Assistant General Manager of the Geo. Lawley and Son Corporation

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on this basis we solicit your inquiry*

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JW - 38

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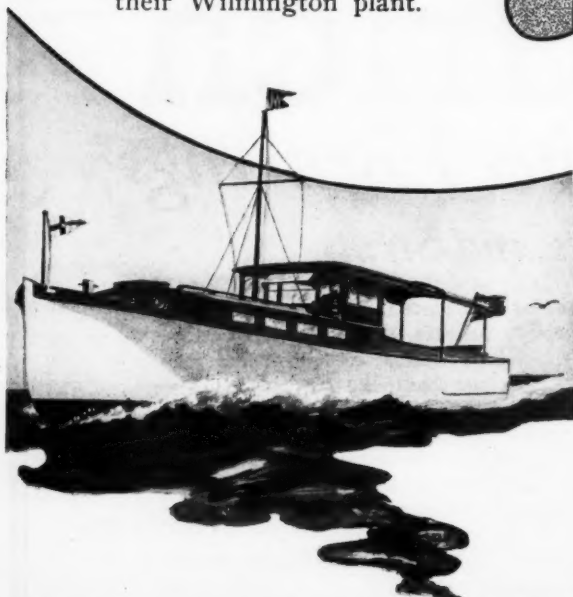
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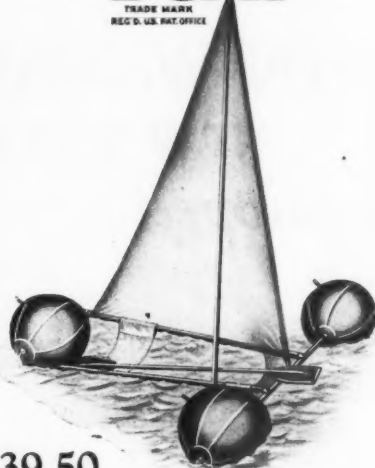
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Naturally, Tiebout standardized hardware and fittings were selected for these craft, both by John Wanamaker and by the American Car and Foundry Company, who are building these boats at their Wilmington plant.



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SAILING lights, to be sure, are a small part of a boat's equipment, but they are by far the most important part. The safety of the boat when cruising at night depends upon its sailing lights being visible to other craft at all times.

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National Marine Sailing Lights are equipped with **TRIPLEX** Lenses, the most powerful Fresnel lens made. This is one of the reasons why National Marine Sailing Lights are used on the J-W 38.

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The ever increasing popularity of the Sportabout is further endorsement of the quality and value found in our craft.

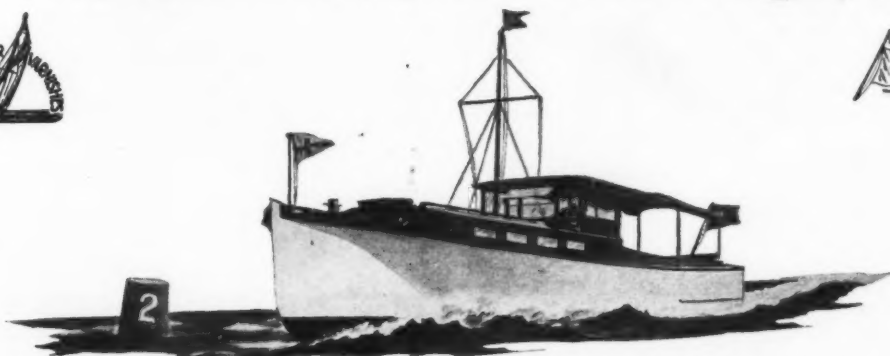
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Varnished with Smith's Aquatite



THE best brains and skill were employed to design and build the J-W 38. Likewise only the finest of materials of proven quality are used on the J-W 38. That is why Smith's Cup Defender Aquatite Varnish was selected for this fine craft.

Smith's Cup Defender Aquatite Varnish is made of hard fossil gums and is peculiarly free from the eventual deep hair line cracks so characteristic of varnishes made with rosin. It dries dust free in a few hours and hard in twenty-four hours. Fresh, salt or boiling water cannot whiten it.



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WATER sport looms as the exclusive refuge for recreation. Many have sensed this trend. Now they will find it practical to join.

For a. c. f. vessels are of a new type—with life-size accommodations in 47 feet—with unapproached trustworthiness which means coveted relaxation—with lines that flash in any harbor—with furnishings, fittings, completeness, to the commodore's

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taste—and with 100 Hall-Scott horsepower to turn up a glorious wake quite effortlessly.

Never has standard or custom practice made yachting so satisfying, and yet so prudent in cost. For similar talent and facilities have never before been concentrated on the building of private yachts.

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Complete Hull\$4,500

Fifteen Miles per Hour.....\$5,850

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The *Original Bosch Horn* is of the vibratory type. Its action is lastingly trouble-proof. No motor to wear out or give trouble. It is in every way up to the high standard of *Original Bosch*.

You will find, as other boat owners have found, that the *Original Bosch Horn* is the ideal warning signal for the motorboat. The unusual carrying power combined with pleasantness of its tone is not duplicated in any other horn.

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No finer tribute can be paid the *Original Bosch Horn* than the way it is being imitated. But remember: the *Original Bosch Horn* owes its popularity to the high standard of materials and workmanship which characterizes it and all *Original Bosch* products. To get this quality, you must get *Original Bosch*. Look for the name Robert Bosch and this trademark on every *Original Bosch* product. They are your guarantee of *Original Bosch* quality as known the world over since 1887.

PRICES

"Master"	now \$25
"Standard"	now \$21
"Junior"	now \$16

The Original Bosch

ROBERT · BOSCH · MAGNETO · COMPANY · INC.
No connection whatsoever with the American Bosch Magneto Corporation

Across America by Motor Boat

(Continued from page 146)

position was to watch the chart and compass like a cat watching a mousehole, and log our route along the chart with pencil notations about every minute. If I took my eye off the job of navigating for so much as a minute it was usually to lose track of our position. Then it was a case of eyeing the surrounding landscapes, and checking with the chart and compass before we'd get ourselves located again. Despite our best efforts, and assuming that three heads were better than one, we lost ourselves no less than a dozen times. Once we fumbled around for half an hour zig-zagging in and out between islands and snags of rock on a general south by east course before we were able to pick up our position on the chart again. Time without number we squeaked over snarls of jagged rocks that reached upward trying to grab the bottom out of the boat. But for the clarity of the water which enabled us to see submerged rocks where there wasn't sufficient water to let us over, I'm sure we could never have made the run through Georgian Bay without coming to grief. As it was, we got through with no mishap greater than a single broken shear-off pin, caused by striking a submerged reef with our propeller—a reef that none of us saw until after we'd clipped it.

Leaving Port McNicoll on the morning of August 31 the personnel of the transcontinental motor boat party was reduced to two, Mr. Woodbury finding it necessary to depart for Boston by train. He had a great ambition to finish the cruise, but circumstances that had developed during the 110 days since leaving Los Angeles made it impossible for him to continue. We had expected to accomplish the entire trip in 90 days. He had arranged his business affairs accordingly, but upon our arrival at Port McNicoll we were exactly 20 days behind our schedule into New York, and with little prospect of getting to the end of our seemingly interminable journey short of another 30 days of cruising. To further frustrate his plans he had suffered for weeks from an ailment for which a surgical operation was the only hope of permanent relief.

About three miles down the bay from Port McNicoll we picked up the first buoy marking the entrance to the Trent Waterways. But for this line of buoys it is certain that very few yachtsmen would ever safely find their way through the maze of islands and little snarls of rocks through which boats must bend their way up to the first lock at Port Severn. The buoys, however, make the run very simple and easy. The Trent Waterways Development Association at Peterborough, Ontario had also furnished us with a splendid set of charts.

Arriving at the first lock, the lock tender recognized us almost instantly, and declared he'd been on the lookout for us for the past six weeks. At his suggestion, I went to a nearby inn while the boat was being put through the lock, and phoned the secretary of the Trent Waterways Development Association at the Peterborough headquarters. The toll on the phone call was ninety cents, but its value to us will never even be estimated in dollars. The waterways association had promised us every possible cooperation, and the manner in which that cooperation developed during the cruise through the Trent Waterways left us with a very kindly feeling toward Canada and the Canadians. It was the thing which enabled us to really get acquainted with the Canadians, and to meet some of the finest people that it has ever been our pleasure to meet either in the United States or outside our national boundaries. It made the 250 mile run through the Trent Waterways one of the most pleasant portions of the entire ocean to ocean motor boat cruise, and sent us back to the United States with memories of a country and a nation of people whom we may feel proud to have as our friendly neighbor.

(To be continued)

The next chapter of *Across America By Motor Boat* will continue the journey of the little boat with its *Evimude* engine from Port Severn in Ontario, through the Trent Waterways, Lake Ontario and the St. Lawrence and Richelieu rivers on the way to New York.

New Sales Help

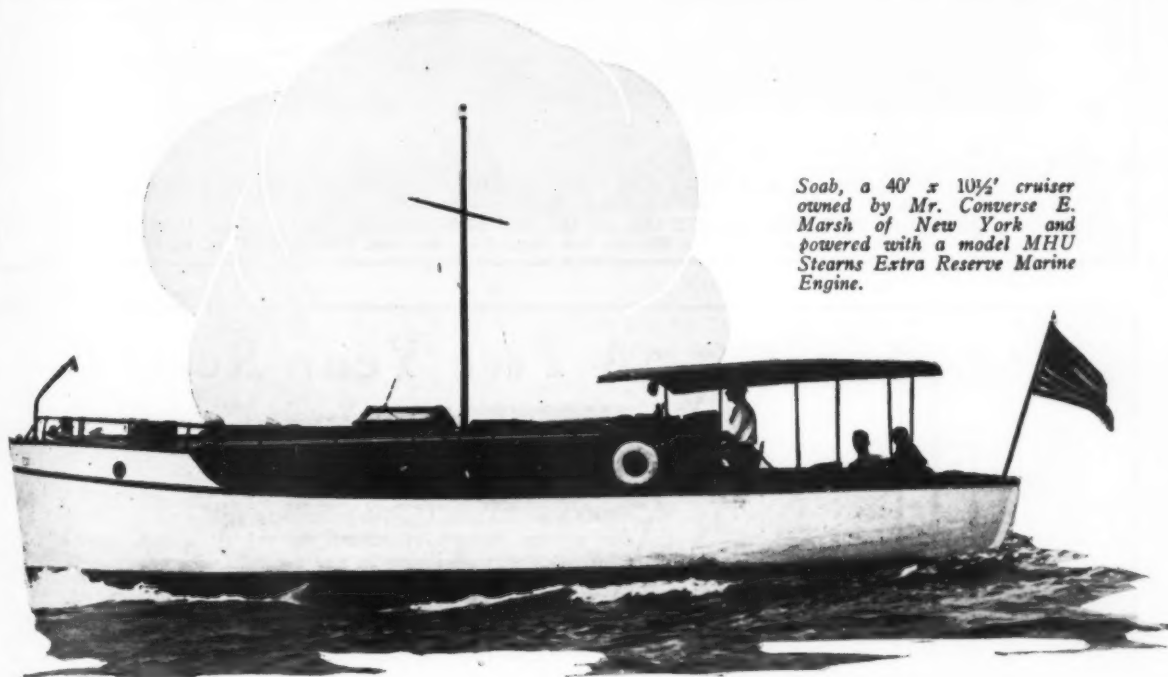
A new booklet for distribution by Elto dealers has just been published by the Elto Outboard Motor Company of Milwaukee, Wis. It is entitled "What People Are Saying About the Elto" and contains letters of enthusiastic recommendation from many prominent individuals including such men as C. W. Nash, President of Nash Motors Company.

This booklet also contains letters from almost every part of the globe and illustrates the Elto in various uses and in various lands.

BETTER PERFORMANCE
GREATER VALUE
HIGHER QUALITY

EXTRA RESERVE
STEARNS
MARINE ENGINE

FINER WORKMANSHIP
MORE ECONOMICAL
LASTING ENDURANCE

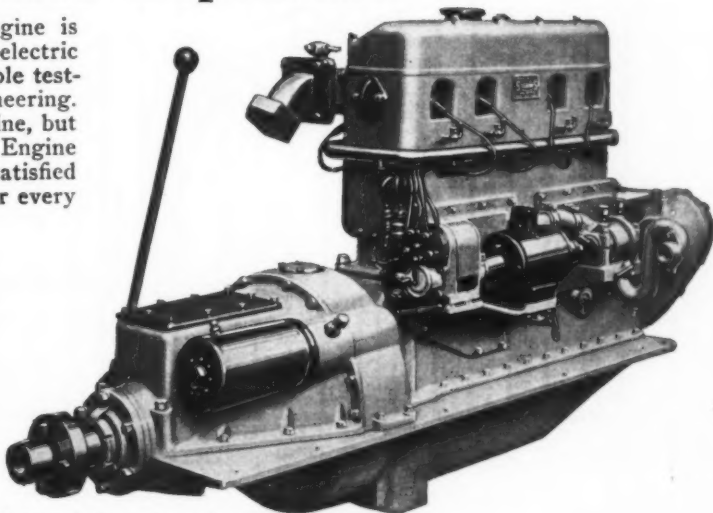


Soab, a 40' x 10 1/2' cruiser owned by Mr. Converse E. Marsh of New York and powered with a model MHU Stearns Extra Reserve Marine Engine.

Certified Stearns Power Makes Your Boat More Dependable

THE power rating of each Stearns Engine is certified by repeated tests on Sprague electric dynamometers, the most accurate and reliable testing instruments known to automotive engineering. This test is given not to an occasional engine, but to every Stearns Extra Reserve Marine Engine before it leaves the factory, for we must be satisfied by actual proof that each engine will deliver every ounce of its rated power.

Small Series (4 cylinder type)				
Model	Bore and Stroke	Horse Power	Revolutions	Weight
MHU	4 1/2 x 6	25-50	500-1200	1880 lbs.
MHR	4 1/2 x 4	80	1800	950 lbs.
Large Series (4 cylinder type)				
MDU	5 1/2 x 6 1/2	35-80	500-1200	1750 lbs.
MDR	5 1/2 x 6 1/2	115	1600	1375 lbs.
MEU	5 1/2 x 6 1/2	45-105	500-1200	1800 lbs.
MER	5 1/2 x 6 1/2	140	1800	1400 lbs.
Large Series (6 cylinder type)				
MDU	5 1/2 x 6 1/2	90-125	900-1200	2500 lbs.
MDR	5 1/2 x 6 1/2	160	1600	2050 lbs.
MEU	5 1/2 x 6 1/2	100-140	900-1200	2550 lbs.
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Go to the nearest Stearns dealer and see this remarkable power plant or write us today for catalog giving complete details.

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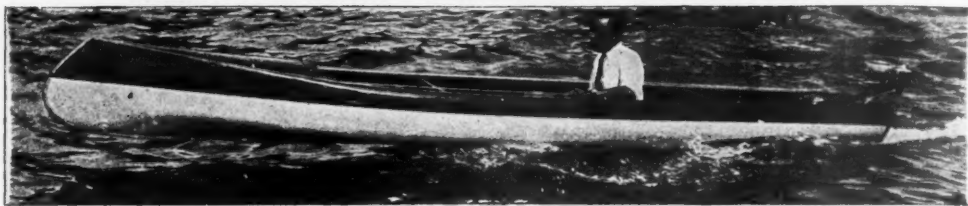
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OUT-BOARD MOTOR FANS—Here is the boat that created such a sensation throughout the 1925 season. More than 350 sold after its first appearance on the market early in the year to the lovers of out-board motor boating. The most convincing record of its popularity is, that it was unanimously chosen by the five leading manufacturers of out-board motors for their entries in the Speedster race of the Gold Cup Races at Manhasset Bay, N. Y.

Write for handsome illustrated catalog showing other distinct models and our remarkable record for 1925.

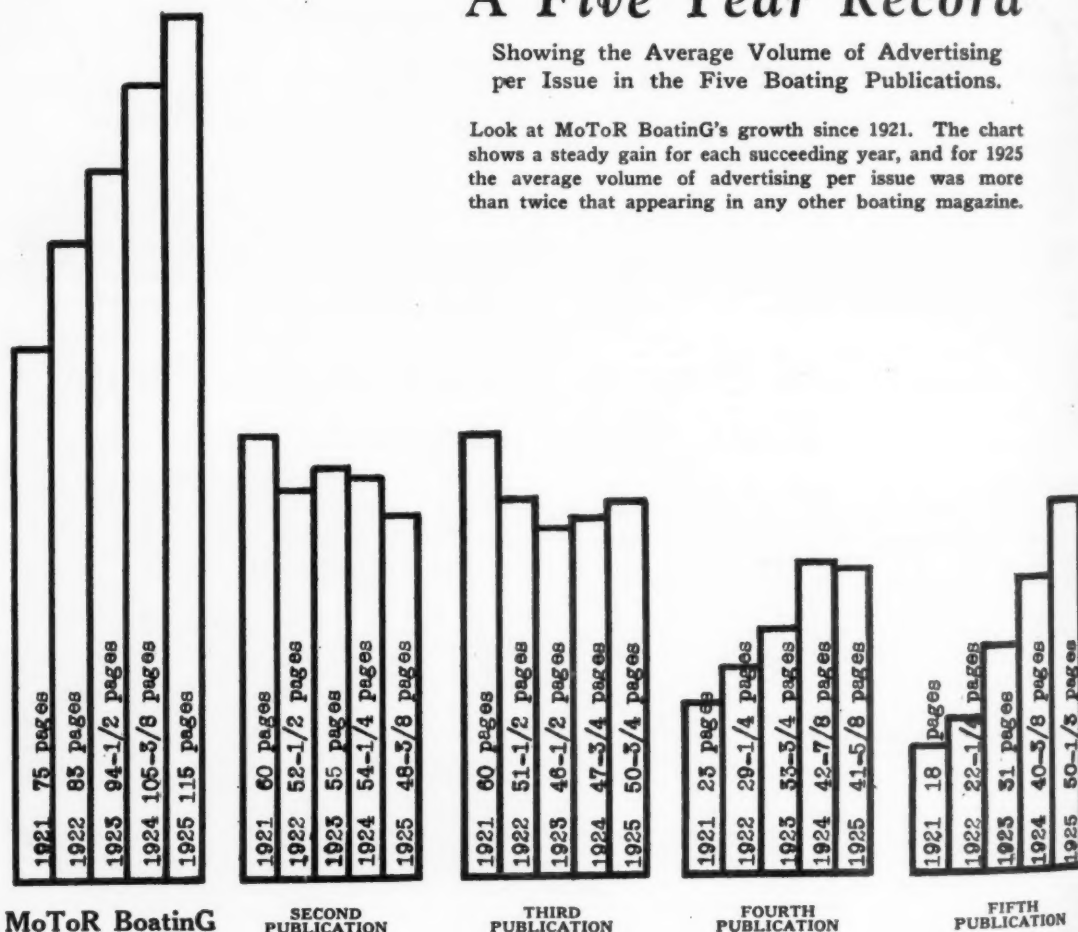
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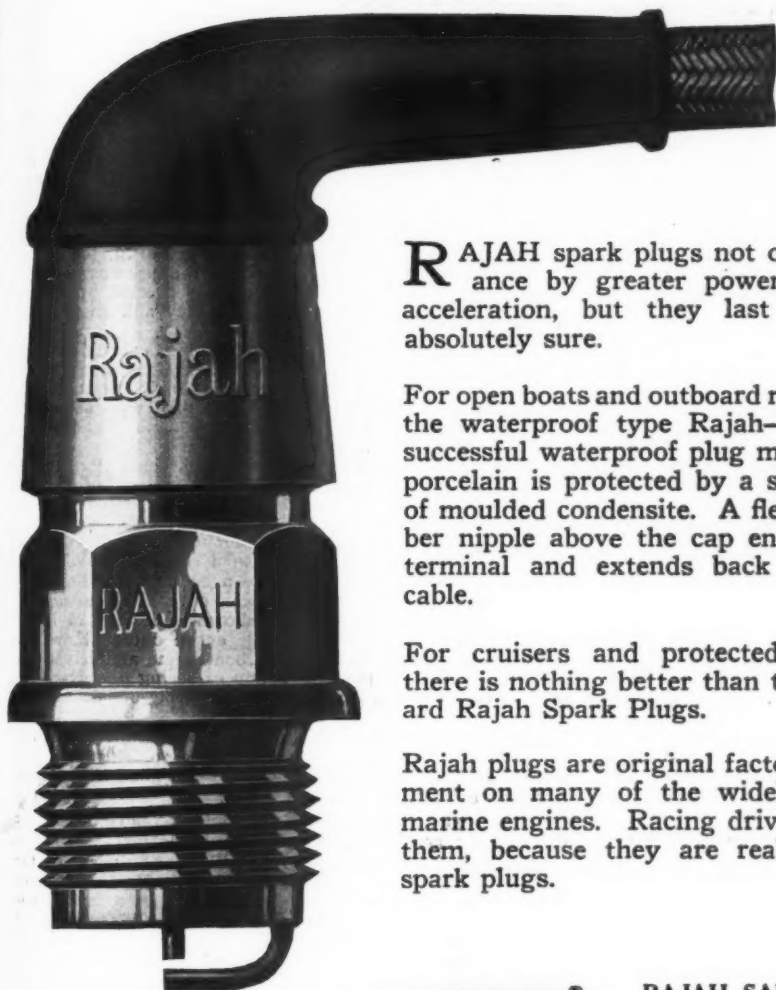
More and more marine advertisers are using MoToR BoatinG exclusively to cover the boating market, because it reaches more boat owners and boating enthusiasts and has a greater influence with people who can afford to buy.

MoToR BoatinG, 119 W. 40th Street, New York City

RAJAH

SPARK PLUGS

*Will Give
Your Engine
More Pep*



**Waterproof—Shock Proof—
Break Proof**
Price \$1.25—All Threads

RAJAH spark plugs not only improve engine performance by greater power, easier starting and faster acceleration, but they last longer and make ignition absolutely sure.

For open boats and outboard motors use the waterproof type Rajah—the only successful waterproof plug made. The porcelain is protected by a sturdy cap of moulded condensite. A flexible rubber nipple above the cap encloses the terminal and extends back over the cable.

For cruisers and protected engines, there is nothing better than the Standard Rajah Spark Plugs.

Rajah plugs are original factory equipment on many of the widely known marine engines. Racing drivers prefer them, because they are really better spark plugs.



Standard Rajah Plug
Price \$1.00
Giant Rajah Plug
Price \$1.25
All Threads



RAJAH SAFETY NIPPLE

fits over any plug, terminal or coil connection, and gives absolute protection against moisture, water and shock. It keeps the trouble makers away from electrical connections. Costs only 20c, but saves its cost over and over again. Get one today for each of your plugs.



RAJAH TERMINALS

are used by leading manufacturers of marine motors, automobiles and ignition instruments.

The Rajah Solderless Terminal is a special design which the motor owner can install in a few seconds without solder or tools. Section illustration at the left shows the assembly of the solderless terminal to cable. This type terminal with special stud is widely used on radio sets. It gives a perfect and positive contact.

Rajah Standard Terminal..... \$0.10
Rajah Solderless Terminal..... .15

RAJAH SNAP TERMINALS FOR RADIO CONNECTIONS

These terminals are made in many types to fit every radio need,—ground, antenna, battery or panel connections. With Rajah terminals every connection is absolutely rigid and cannot shake loose. Connects and disconnects like snap fastener. The connection of the terminal to the cable is solderless, but perfect in electrical contact. Just bare about $\frac{1}{4}$ " of the end of the wire, slide it into the knurled sleeve; then screw on to the connection end.



Price
Complete 20c.
Radio Terminals
also furnished
with insulated
ferrules, RED,
BLACK &
GREEN,
Price 25c.

If your dealer does not carry Rajah products order from us. Prompt delivery assured.

RAJAH AUTO SUPPLY CO., BLOOMFIELD, N. J., U. S. A.

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Inez Mae Goes A Cruising

(Continued from page 43)

as the wind and sea increased until it became advisable to give way before it and dropping off to N. E. by E. we sighted land ahead, and knew something of the feeling which came over Columbus on his first voyage.

Had been entirely out of sight of land for $3\frac{1}{2}$ hours and Greater Duck Island looked good to us. Slowing to trolling speed when about two miles off we caught a fine lake trout and slipping in the little cut between Greater Duck and Middle Duck Islands we landed, and were busy cleaning the fish and making preparations for dinner when the keeper of the Light came to call on us. He inquired who we were and where we were from and upon being informed we had cut across the 47 miles that separates his Light from Presque Isle he expressed himself in rather free terms regarding our nerve and judgment, ending by the opinion that it might be a couple of days before the weather would permit us to proceed and inviting us to come to the Light and pay a visit, insisting that they had plenty of accommodations and would enjoy having company. Thanking him for his good wishes and kind invitation we proceeded with dinner and then lay around in the shade for a couple hours to get the kinks out of our system, and later headed away for Nissassaugii Straits 32 miles beyond. The last view we had of Greater Duck showed our good host waving a hand from the shore. This run was made in a moderate sea and largely under shelter of the string of islands which connect Greater Duck and Manitoulin Islands. We stopped twice, once when passing close to a bald rock about 200 feet in diameter on which the gulls were nesting. The rock was literally alive with baby gulls which looked like little yellow downy ducks and it was interesting to watch them. The mother birds circled over our heads with weird cries and we did not attempt to land but soon hurried along. About five miles off Manitoulin Island we found a gas tug floating around in the sea and upon running alongside the owner told us his batteries were dead and his anchor chain was to be seen hanging straight over the bow and a glance at the chart showed it was probably a couple hundred feet too short. Our offer to tow him ashore was looked upon as a joke and he inquired "what with?" However he passed us a line and we were actually able to get under way with him following on behind. But I had no intention to tow a 40 foot tug with our little outfit so in ten minutes I cut loose the line and presented him with our extra hot-shot battery. He seemed rather pleased and a few minutes later a roar told us that Ruth, of Cockburn Island was again hitting on all four. An hour later he passed us and it was our turn to refuse to be towed. Our motor had never faltered and we felt no fear in disposing of our spare battery.

Missassaugii Light came rushing at us around the corner of the headland just at dark and we ran through the Straits, a distance of $7\frac{1}{2}$ miles, only to find no shelter from a howling northeaster which was sending heavy seas rolling the entire length of the passage. Missassaugii is $1\frac{1}{4}$ miles wide and was being lashed into a furious choppy sea. After some difficulty we made a landing on the rocky shore at the Bay end of the passage only to find it impossible to remain and being forced to put out again. We crossed the passage, running in the trough, and hardly able to see a boat length ahead, and here the crew showed her first signs of uneasiness. Failing to find shelter on the westerly side we ran back below the light and finally pulled up the boat on a flat shelving rock 100 yards below the light house at about 11:00 P. M. A promise of hot coffee was spoiled by inability to get the cork out of the thermos jar and we found some solace in a smaller container with a screw top. Not bothering to erect the tent we spread bedding rolls on the rocks and were soon asleep. During the night a thump from the boat awoke us and hasty investigation showed the wind shifting to the north. Day-break found us up and ready for action and a second run through the passage showed the Bay still too rough for small craft and turning back into Lake Huron we skirted Cockburn Island, landing on the shore just above False Detour and cooking a meal, though we hardly knew whether to call it breakfast or supper.

At this point the shore was strewn with bundles of lath, new and bright, indicating that some barge had parted with her deck load. As far as one could see bundles were scattered along and it seemed a shame to go away and leave them, but as we had no license as a lumber carrier we went on, stopping to investigate the old steamer and barge which are driven ashore just above False Detour. They have cut the stern off the steamer to remove her machinery and we

ran inside the hull, which would provide a fine boat house for our little craft. Finding the sea still running strong from the Bay we decided in favor of going around Drummond Island rather than camping until the wind went down. Drummond Island is 20 miles long and 12 miles wide and by the time we reached the west end the wind had started to shift into the west and was stirring up more trouble for us. We passed Detour Light Ship, and crossed St. Mary's River and Potaganissing Bay in a heavy following sea. The water is shoal and breaks badly and opposite Detour the steamer Noronic passed so close as to give us a great shaking up with her 10 foot swell.

About this time the question of gasoline began to assume serious proportions and we were quite pleased when we passed around a headland and found a snug little village at the end of one of the most beautiful harbors we had ever seen. We were soon tied to the wharf at Millford Haven and found it to be one of the oldest settlements in that part of the country. No trouble in securing five gallons of gas, and we ran out again and rounded the south end of St. Joe Island reached Hilton Beach, having covered approximately 100 miles since breakfast. We were warmly greeted by friends who had been looking for us all that day and answered a thousand questions regarding the trip.

The following morning a bass fishing expedition was planned and for the next four days Inez Mae performed as a fishing skiff and excursion boat. We took 53 small mouth black bass in one afternoon and 42 another, with no end of pike and perch. This is indeed a fisherman's paradise and the resorters were always ready and eager to go for a ride in the little outfit which as they put it "has come clear across from the States." On one occasion the question of starting when damp or wet was raised and one lady stated she was in the habit of carrying an umbrella to protect their outboard in case of sudden showers. In answer to this fear we poured water all over the engine both with it running at full speed and while idle and it did not miss a beat. Upon being informed that the motor had not been covered since the trip was started great surprise was shown and with 24 hours we had two parties bidding on the entire outfit. However, we were determined to drive our boat home and refused to sell, though we had the satisfaction of seeing one new Elto proudly carried down from the Soo following our demonstrations.

After a delightful visit at St. Joe we left Saturday evening for a 30 mile run across Georgian Bay to Thessalon and arrived at 10:30 P. M. to be greeted by our good friend Capt. Spalding of the Str. Usona.

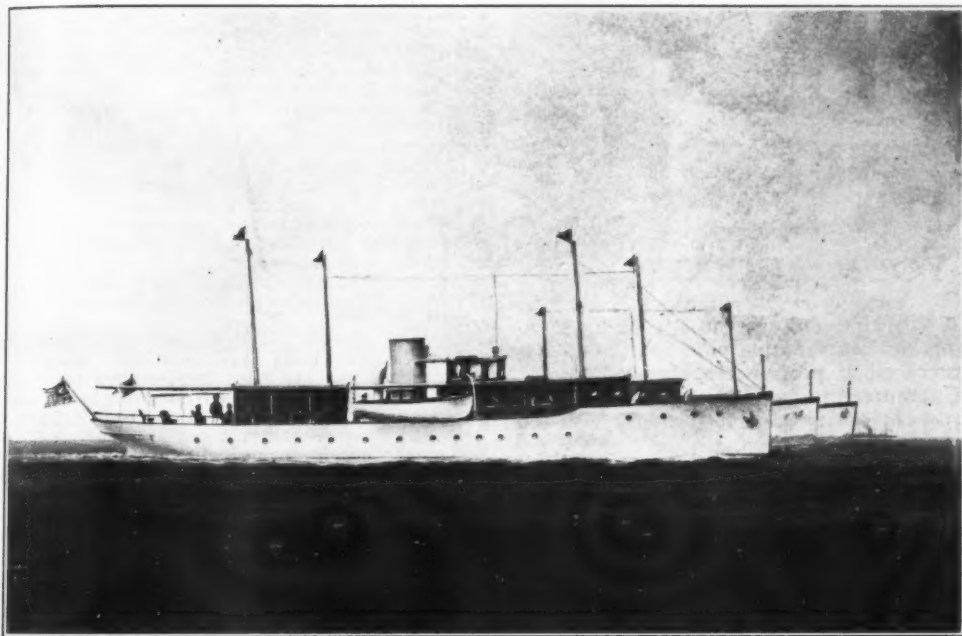
Sunday was spent fishing, although it rained nearly all day and the crew remained aboard the steamer.

Monday morning found a group of curious citizens on the dock and with a heavy sea running it was ideal weather to demonstrate the outfit and until we had wet a few of our more curious we had great fun. Passenger lists fell off at noon and at 6:00 we raised Inez Mae on the davits and 8:00 found us headed out of the Bay, guests aboard the steamer.

It was approaching the first of the month and time to get back to work and we were glad to save the time which might have been spent waiting for a favorable day to re-cross the Lake. Prevailing winds are westerly and it might have caused considerable delay waiting for conditions to warrant the attempt. Tuesday at 5:30 A. M. we were off Sturgeon Point but a heavy sea prohibited our attempting to launch and board the small boat, though once safely in her we could have made shore without serious difficulty. Noon found us still on board and the Steamer ran inside the breakwall at Harbor Beach and lowered away under protection. The matter of traveling down a rope ladder from a deck load of lumber was a novel experience for the crew but she made it safely and with a salute the Usona turned about and steamed away. We answered with our whistle and began to wonder how long it would take us to get home, 90 miles away, over the shallow and dangerous east shore of Saginaw Bay. The sea was breaking over the wall in places and finally at 4:30 tired of inaction we reported to the Life Saving Station and asking them to phone up the shore to Pt. AuBarques to keep an eye out for us we put to sea, to take a terrific rolling for 26 miles, where we ran ashore at dark and erecting our tent turned in well contented to rest.

Away at 5:30 in the morning we ran to Oak Point and at 9:00 were again forced to go ashore. Fishing tugs had scur-

(Continued on page 162)



A YACHT PROPOSAL

THE above illustration shows three of the new Gielow designed, 100-foot, all steel, Diesel powered seagoing yachts. These boats are being built in one of the largest shipbuilding plants in the country under the personal supervision of Gielow engineers.

By building on a quantity production basis, these yachts are being offered at prices heretofore deemed impossible. Each boat has three luxurious state-rooms, with private baths; spacious living and dining rooms.

The power plant contains Diesel engines of the latest approved type and ample fuel capacity giving a large cruising radius.

Deliveries can be made in five months from date of contract.

Write or wire for specifications and blue-prints.

HENRY C. GIELOW, INC.

NAVAL ARCHITECTS-MARINE ENGINEERS  YACHT BROKERS-MARINE INSURANCE

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Five Year
Guarantee

4-5 H.P.
Four Cycle
Bore 3 3/4"
Stroke 4 1/2"

SMALL boat owners choose the Doman Bulldog as the most serviceable 5 H.P. four cycle engine suitable for their requirements. And why? One reason is the 35 years' experience in marine engine building and designing that is back of it. Other reasons are its durable construction and advanced design embodying overhead valves, removable cylinder head, one piece drop forged cam shaft hardened and ground, cut semi-steel gears, and ball thrust bearings. Bearings are bronzed back, die cast, removable and interchangeable.

DOMAN ENGINE DIVISION
Universal Products Co., Oshkosh, Wisc.

Write
Today
For
Catalog

Inez Mae Goes A Hunting

(Continued from page 160)

ried for shelter and heavy clouds moving up from the west promised wind and rain. At noon it cleared a bit though the sea was still pounding on the rocks and we ran on to Caseville. As we approached the fishery the dock was lined with fishermen who seemed surprised and relieved when we finally shut off the motor and tossed them a line. Another heavy rain squall hit us as we cooked supper. About 7:00 the seas dropped off and we decided to try and gain a few more miles and with one eye on the clouds we slid around East Sand Point and reached the fishery on North Island just before dark and just ahead of a heavy thunder squall. Here we took possession of a house, which though smelling a bit of tarred line was clean, and slept soundly through a night of wind and rain.

Thursday came bright and clear and with only a bit of wind stirring in the East and after a hurried breakfast we were away at 7:20 and cut straight across for Saginaw River 30 miles away. This took us off shore a distance of 8 to 10 miles but the weather was beautiful and at noon we were tied to the dock and home.

Inez Mae had covered approximately 630 miles and burned 42 gallons of gasoline and never faltered a second nor skipped a beat.

Our sail had never been unrolled and the mast had carried only a pair of little silk flags and a small pennant. The one sheered drive pin had been the total list of repairs and it had not been necessary to even remove a spark plug and the engine was purring along smoother at the finish than at the start. In sunshine and rain and for hours at a stretch we had pushed steadily along, with never a thought of motor trouble and only halted when the weather man began to get too rough with us.

The trip was voted a wonderful success and in spite of some who still shake their heads we agree that we would start again tomorrow if we could spare the time to repeat. At any rate another year will bring vacation time and the crowded dusty road, with its sharp curves and deep ditches, its clouds of dust and reckless drivers will never hold its old appeal. Clean, pure air, sparkling waters, wooded shores, tall sharp rocky headlands, all these appeal and after all the shaking up we received seemed to be beneficial. The crew gained in weight and the navigator is still on the heavy side of 200 and feeling fine.

Perhaps it may be more of a trip than most readers may care to take, but whether you head across one of the Great Lakes or sit out up stream for an hour's ride the feeling of security and dependability and the ability to reach the beauty spots nature affords with such an outfit is surely well worth while.

Good Oil Wins Races

The importance of correct lubrication in marine engines has been emphasized once more in the results of the racing season in Florida. Both at Tampa and at Palm Beach the first boats over the finishing line have been those that were operated on Duplex Marine Engine Oil, an oil that has been developed specifically for marine engine use. This oil was used by W. J. Conners, Jr., in both of his speed boats, Miss Palm Beach and Miss Okeechobee.

As a result the Bradley Gold Challenge Cup rests in Mr. Conner's possession. Mr. Conner's boats also finished first and second in the free-for-all race for displacement boats at Palm Beach. "Performance was splendid from start to finish and we maintained maximum power at all times," wired W. J. Conners, Jr. "Duplex Marine Engine Oil is entitled to all the praise it is receiving."

The races at Tampa served as a confirmation of the experience at Palm Beach. D. P. Davis used Duplex Marine Engine Oil in Miss Tampa in winning the race for unlimited runabouts at the Tampa Bay Regatta. The same lubricant was used by C. F. Irsh and made a clean sweep of the race for the Junior Gold Cup. "Duplex Marine Engine Oil is making a big hit in Florida this winter," wired Mr. Irsh.

C. F. Chapman, chairman of the event was particularly pleased with the showing of Duplex oil, and sent the following telegram at the conclusion of the races at Tampa: "Many congratulations on wonderful results shown by Duplex oil in racing boats at Tampa regatta. I never attended a regatta before where lubrication and bearing trouble did not interfere seriously with holding races. All boats using Duplex oil came through 100% perfect. Again congratulations."



IT'S A PROUD SKIPPER — who owns an — **ERD** marine motor

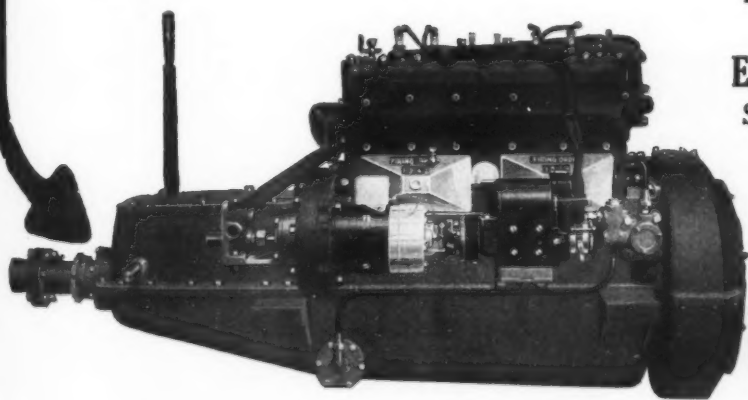
THE skipper with an ERD S-4 in his boat feels the pride of ownership in the trim, efficient mechanism which drives his craft surely and smoothly, without vibration, and with real fuel economy.

The ERD S-4 dominates its field with its unquestioned superiorities in performance. And it tops these superiorities with an amazing freedom from repair that is winning and holding an ever-growing host of friends.

"A touch of genius in the engineering, a world of honesty in the construction, and a 28 year old resolution to build the finest marine motor at the average man's price."

**A full 42.5 B.H.P. at 2100
R.P.M. in a motor weighing
only 625 pounds.**

ERD MOTORS CORP.
Saginaw, W.S., Michigan
"since 1898"



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The Super Bear Cat



Length 30 feet, Beam 7 feet, Draft 23 inches
Seating Capacity 10 People

Belle Isle Boats

America's Finest Runabouts

NO other boat in the runabout class has been accorded the noteworthy praise the Super Bear Cat has received.

"Spend your play hours on the water"
Write or wire for particulars

BELLE ISLE BOAT AND ENGINE CO.

BUILDERS OF THE BELLE ISLE "BEARCAT"

DETROIT

NEW YORK

New York Office: 1210 Equitable Life Building

393 Seventh Avenue, Opp. Penn. R. R. Station

New York Distributors for Hacker Boats

It's All Boat—Every Inch



Beautifully proportioned. Built low—hugs the water like a loon. Tapered V-bottom makes for speed, easy handling and easy riding.

Racinewis Runabouts are sturdily constructed—made in three sizes—19 ft., 22½ ft. and 25 ft. They're all one design—all complete. Ready to use as soon as they reach you. Immediate delivery possible.

Tell us the size you're interested in and we'll send free catalog, blue print and specifications.

RACINE BOAT COMPANY

1809 HOLBORN STREET, RACINE, WIS.

SCHEBLER
REG. U. S. PAT. OFF.
The World's Finest CARBURETORS

America's
Standard

WHEELER-SCHEBLER CARBURETOR CO.
 INDIANAPOLIS

Commercially Made Marine Radios

(Continued from page 47)

filament, controlling rheostats and the tuning condensers.

Near the top and directly in the center of the panel is located the loud speaker and an especially designed loop antenna is located on top, but it is arranged in such a way that it is easily removable and when not in use is placed across the face of the panel and the cover closed. A carrying strap is placed on top of the case thus permitting the set to be easily transported from place to place. While this set is not supposed to be water-proof in the sense that the first one mentioned is, it will nevertheless take a lot of punishment and may be used in almost any location where it is possible for the owner to go, either ashore or afloat.

The same company that makes this set also makes another employing the same principles and the same number of tubes, but placed in a somewhat smaller cabinet which is made of wood and is also entirely self contained. The door of this cabinet forms a frame for the loop antenna and by swinging this door back and forth it is possible to greatly aid the tuning of the set. This particular set is designed to be more ornamental than the other and is not meant so much as a receiver for rough work. It may be arranged so that a separate battery box can be used, the set having a plug-in arrangement for all battery connections. If it is desirable to use the set in the home, it may be placed directly on this larger battery box and the battery plug changed to the larger box.

Of course, under ordinary circumstances this is not necessary, as space is provided inside of the cabinet for the batteries which may be used when the set is acting as a portable. However when the set is to be left stationary in one place for any length of time the larger battery box is more desirable as larger batteries may be used with consequently longer life.

Both of these sets are loop aerial operated and will tune from nearly two hundred meters up to close to six hundred meters. Two main tuning controls are used with small auxiliary controls of volume and filament brilliancy.

These sets are all designed primarily for broadcast reception and are not suitable for picking up radio compass bearings on a thousand meters, and like all other radio sets, they cannot be used successfully while the engine is running unless on a good sized yacht or one equipped with a Diesel engine. The sparks occasioned by the ignition are small radio transmitters and each spark occurring in the engine will be distinctly heard in the radio set. Of course, if the boat is extremely close to a powerful broadcasting station it is possible to bring in a signal so loud that it will completely drown out the electrical noises, but this condition is not always possible when afloat.

Arguments have been advanced pro and con regarding the relative merits of a regular antenna as compared with a loop aerial but the writer's experience in this line leads him to believe that this point is not of great importance. The adherents of the straight aerial type of receiver claim that the changing courses of the boat will make it necessary to change the direction of the loop aerial at frequent intervals but since the set cannot be used anyway when the engine is running this point is hardly worthy of notice.

When the boat is at anchor it is true that the direction may change with a shifting wind or with the tide, but these changes do not occur often enough to cause any great discomfort. Of course, sometimes there are cases where a strong wind will cause a boat at anchor to lay across the tide and with each puff of wind the boat will change direction somewhat but seldom enough to seriously effect reception. The loop aerial does not change direction from maximum to minimum so rapidly as might be supposed and reception is usually quite satisfactory over a total range of nearly forty-five degrees and even more if the broadcast signal is strong enough.

In other words the loop aerial does not have to be shifted for every slight change in the direction of the boat although there may be a slight fading effect in the signal caused by these fluctuations. This is not present, of course, with the regulation type of antenna, but then, in the set using this form of pick-up we find the element of portability lacking. To sum it all up it seems to be a matter of give and take, what one set has, the other lacks, and so on, but in either case there is no question about the ability to receive music and speeches.

This coming summer will unquestionably see a great deal of radio interest on the part of the boat owners and for the first time honest to goodness radio apparatus will be available for them. Last summer hundreds of motor boats were

(Continued on page 168)

"Lawley Built"



Lawley Twin-Screw Express Cruiser

68 feet over all
67 feet, 8 inches waterline

12 feet, 6 inches beam
3 feet, 8½ inches draft

Frames, oak
Keel, oak
Stem, oak
Stern, 3-ply mahogany
Planking, double yellow pine
Deck, white pine
Fastenings, copper or bronze

Deck Joiner Work, etc., mahogany
Cabin Joiner Work, ivory white
Plumbing, Lawley
Electric pumps and hot water heater
Windshield, mahogany
Motors, two 6-cyl., 225 H.P.
Sterling

Gasoline Capacity, 615 gallons
Water Capacity, 410 gallons
Speed, 23 miles
Cruising Radius, 400 miles
Gen. Set, Unimote 2 k.w.
Lighting, electric

EQUIPMENT

Anchors, chain, lines, fenders, government equipment, dinghy, 14-foot launch, oars, davits, blocks, searchlight, harpoon pulpit, covers, awnings.

LAWLEY STANDARD THIRTY-EIGHT FOOT CRUISER

The ideal small cruiser. Developed as the result of 60 years' experience building America's finest pleasure craft. Able and seaworthy. Speed, comfort and pleasing appearance combined with LAWLEY workmanship. Four real berths, toilet, galley, engine room and commodious cockpit all in 38 feet. Six-cylinder Model E-6 Scripps Motor, 100 H.P. Suitable for Florida, coastwise cruising or the Great Lakes. Dimensions: 38 feet over all, 10 feet 4 inches beam, 2 feet 9 inches draft.

Lawley boats are America's finest pleasure boats. Lawley durability, style and finish are the result of our sixty years' experience in designing and building boats of the better kind.

GEO. LAWLEY & SON CORP'N
NEPONSET, MASS.



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America's Leading Marine Engine Builders

(Continued from page 112)

Sutter Brothers												INTERNATIONAL 16
44 Third Avenue, New York, N. Y.												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor
16.....	16-18	3¼x4	4	4	1000-1200	250	Splash.....	Joos.....	Bosch.....	Bosch.....	Bosch.....	Schebler

Stearns Motor Manufacturing Co. Ludington, Mich.													STEARNS EXTRA RESERVE		
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor			
MHU.....	50	4 1/4 x 6	4	4	1200	1050	Pressure.....	Joe's.....	Bosch.....	Bosch.....	A. C.....	Stromberg			
MHR.....	80	4 1/4 x 6	4	4	1800	900	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MDU.....	70	5 1/4 x 6 1/2	4	4	1200	1750	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MDR.....	115	5 1/4 x 6 1/2	4	4	1600	1350	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MDU6.....	120	5 1/4 x 6 1/2	6	4	1200	2500	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MDR6.....	160	5 1/4 x 6 1/2	6	4	1600	2100	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MEU.....	90	5 1/4 x 6 1/2	4	4	1200	1800	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MEU6.....	140	5 1/4 x 6 1/2	6	4	1200	2550	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MER.....	140	5 1/4 x 6 1/2	4	4	1600	1400	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			
MER6.....	180	5 1/4 x 6 1/2	6	4	1600	2050	Pressure.....	Joe's.....	Bosch.....	Bosch.....	Champion.....	Stromberg			

Universal Motor Co. 40 Ceape Street, Oshkosh, Wis.												
Model	Horse power	Bore & stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor
Flexifour.....	10-15	2½x4	4	4	250-2000	325	Circulation and Splash	Universal	Own.....	Battery & Magneto	Champion	Schebler
Superfour Medium Speed...	15-30	3¼x4½	4	4	250-2000	425	High Pressure	Paragon	Bosch.. 2 unit	Battery & Magneto	Champion	Schebler
Superfour High Speed.....	20-40	3¼x4½	4	4	350-2800	425	High Pressure	Paragon	Bosch.. 2 unit	Battery & Magneto	Champion	Schebler
Superfour Special Racing...	42	3¼x4½	4	4	3000	300	High Pressure	.....	Bosch 2 unit	Racing Magneto....	Champion	Two Zeniths

Universal Products Co. Doman Engineering Division 412 Nebraska Street, Oshkosh, Wis.													DOMAN
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plug	Carburetor	
K.....	4-5	3 3/4 x 4 1/2	1	4	800	165	Splash.....	Paragon.....	Hand.....	Wico.....	Champion.....	Schebler	
B.....	5-7	4 1/4 x 6	1	4	800	575	Splash.....	Paragon.....	Hand.....	Wico.....	Champion.....	Schebler	
HM2.....	12-15	4 1/4 x 6	2	4	800	750	Force.....	Paragon.....	Electric.....	Bosch.....	Champion.....	Schebler	
HM4.....	25-40	4 1/4 x 6	4	4	900	1250	Force.....	Paragon.....	Electric.....	Bosch.....	Champion.....	Schebler	
TM4.....	50-60	6 1/2 x 7	4	4	800	1750	Force.....	Paragon.....	Electric.....	Bosch.....	Champion.....	Schebler	

Joseph Van Blerck, Inc.												CONTINENTAL-VAN BLERCK
461-8th Avenue, New York City												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Spark plugs	Carburetor	
250 Racing.....	50	2.6x4.75	6	4	3500	375	Full pressure....	Planetary type	Bosch.....	A. C.....	Schebler	
250.....	15-50	2 1/2 x 4 1/2	6	4	800-3500	500	Full pressure....	Planetary type	Bosch.....	A. C.....	Schebler	
251.....	18-50	3 1/4 x 4 1/2	6	4	800-2500	600	Full pressure....	Planetary type	Bosch.....	A. C.....	Schebler	
252.....	40-90	3 1/4 x 5	6	4	800-2500	850	Full pressure....	Planetary type	Bosch.....	A. C.....	Schebler	
253.....	45-120	4 1/4 x 5 1/2	6	4	800-2500	1125	Full pressure....	Planetary type	Bosch.....	A. C.....	Schebler	
254.....	60-130	4 1/4 x 5 1/2	6	4	800-2000	1475	Full pressure....	Planetary type	Bosch.....	A. C.....	Schebler	

Van Blerck, Navy Type												
N-4-SS	40-68	5½x6	4	4	600-1000	1675	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
R-4-SS	55-88	5½x7	4	4	600-1000	1700	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
N-4-HS	76-104	5½x6	4	4	1000-1500	1675	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
R-4-HS	100-137	5½x7	4	4	1000-1500	1700	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
N-6-SS	61-100	5½x6	6	4	600-1000	2100	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
R-6-SS	83-123	5½x7	6	4	600-1000	2200	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
N-6-HS	115-156	5½x6	6	4	1000-1500	2100	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
R-6-HS	152-205	5½x7	6	4	1000-1500	2200	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
N-12-SS	122-200	5½x6	12	4	600-1000	5000	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
R-12-SS	166-246	5½x7	12	4	600-1000	5200	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
N-12-HS	230-310	5½x6	12	4	1000-1500	5000	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	
R-12-HS	300-409	5½x7	12	4	1000-1500	5200	Full pressure....	Sliding gear...	Leece-Neville..	Champion....	Schebler	

The Sanderson-Cyclone Drill Co.												W-S-M
Orrville, Ohio												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Carburetor	
A4	45	4¼x6	4	4	950	1450	Pressure.....	Own.....	Leece-Neville.....	Magneto.....	Schleib	
A4R	60	4¼x6	4	4	1400	1350	Pressure.....	Own.....	Leece-Neville.....	Magneto.....	Stromberg	

Wisconsin Motor Mfg. Co. Station A. Milwaukee, Wis.												WISCONSIN
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
White Cap 4.....	42	4x5	4	4	1400	850	Force feed.	Paragon.	Leece-Neville...	Bosch Magneto..	Champion...	Stromberg
White Cap 6.....	43	3½x5	6	4	1400	1050	Force feed.	Paragon.	Leece-Neville...	Bosch Magneto..	Champion...	Stromberg
Type AM.....	54	4¼x5½	4	4	1400	890	Force feed.	Paragon.	Leece-Neville...	Bosch Magneto..	Champion...	Stromberg

Gar Wood, Inc. 409 Connecticut Avenue, Detroit, Michigan												
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition	Spark plugs	Carburetor
T-26	400	5x7	12	4	1800	1500	Pressure....	Joes....	Gar Wood..	Delco 2 spark	Champion	Zenith
TS-26	500	5x7	12	4	2200	1550	Pressure....	Joes....	Gar Wood..	Delco 2 spark	Champion	Zenith

Wright Aeronautical Corp. Paterson, N. J.												WRIGHT
Model	Horse power	Bore and stroke	No. of Cylns.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
Typhoon.....	550	5.75 x6.25	12	4	1850	1860	Force feed....	Wright.....	Leece-Neville..	Scintilla.....	A. C.....	Stromberg

(Continued on page 178)

CHIEF
ENGINEER
↑
PRIVATE

Rumors confirmed

IT is the great human habit for all of us to speculate on the actions of a leader in any industry. We watch every incident in their history and then strive to forecast what bearing each event will have on their next step toward greatness. Thus are rumors born.

Since last October 4th, when an 18-foot Evinrude-powered boat performed the amazing feat of completing a crossing of the continent by water for the first time in American history, the exact significance of this incident has been on the minds of thousands of our friends.

That this 5,280 mile trip would be reflected by engineering refinements in 1926 model Evinrudes has been generally predicted. But this is not all. Rumors have been abroad that Evinrude engineers have discovered several revolutionary improvements in outboard motor design.

We are pleased to confirm these rumors, though until now our developments have been conducted in the strictest secrecy befitting their importance. Twelve new improvements have been added to the Evinrude Sport Twin for 1926. In our judgment these additions make this greater Evinrude exceed all previous conceptions of what an ideal outboard should be. Months of careful testing are completed and the world's oldest and largest outboard motor plant is geared to care for what now looks to be the greatest year in Evinrude history.

EVINRUDE MOTOR COMPANY

494 Evinrude Bldg.

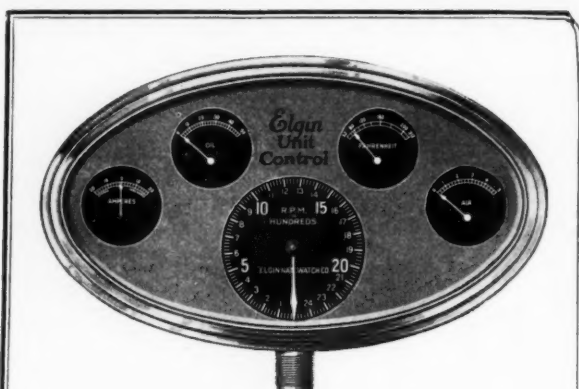
Milwaukee, Wis.

May 1st is the Day!

On or about May 1st your dealer will have the new 1926 Champion EVINRUDE Sport Twin on display. If you do not know the Evinrude dealer in your town, write us for his name. If there isn't an Evinrude dealer near you, write us for advance literature and information at once.

The New 1926 Champion EVINRUDE Sport Twin

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Unit Control

by

Elgin

SAFETY—PERFORMANCE— and BEAUTY

are paramount in the owner's mind, whether he is now the proud possessor of a runabout or cruiser—or hopes to be this coming season.

Elgin Unit Control insures absolute safety at all times in any type of boat. The seasoned boat owner knows that accurate, dependable knowledge of motor speed, oil pressure, motor temperature, and the rate of charge of generator means safe performance.

Beauty is cherished by those mechanically interested as well as by the feminine enthusiasts. It is so essential, that after absolute dependability in the instruments had been established, Elgin put forth every effort to beautify the assemblage.

Elgin Unit Control may be had for single or twin screw type of installation—all instruments under one glass, indirectly lighted.

Unit Control for motor boats was conceived by Elgin and its appearance on any water craft immediately puts that craft in the ultra-modern class.

ELGIN NATIONAL WATCH COMPANY

Tachometer Division

86 E. RANDOLPH ST.

CHICAGO, ILL.

Commercially Made Marine Radios

(Continued from page 164)

radio equipped, many of them on an extremely elaborate basis and these owners now realize the static bug-bear is not as serious as they have been led to believe. The writer listened-in nearly every night last summer from different locations and by far the greatest number of nights were relatively free from static. If static was present it was of such small intensity that with even a moderately strong signal these back-ground noises could be easily smothered. During this winter we have actually had nights far worse as far as static is concerned, than even the noisiest nights of last summer. Summer static when at its worst is occasioned by a near-by thunder storm which usually passes over quickly with a rapid diminution of the static intensity. Winter static, though, seems to remain stationary and will stay by all the evening with apparently no change in volume.

Note: Mr. Crosby is now working on a radio set which is designed to include all broadcasting stations and in addition tune up to 1,000 meters to take in the radio compass beacons. The set will operate from a loop aerial and be especially designed to not only make broadcasting available but to also act as an aid to the amateur navigator. If the set passes all tests satisfactorily the working plans and description will appear in an early issue of *MoToR Boating*.

Why Engines Go Bad

(Continued from page 45)

pass the rings into the crankcase. Often, when the choke is being used for starting, raw gas passes down. And remember it contains sulfur.

What's the next thing to think about? Water. But where on earth would water get into the crankcase? It doesn't get in—it is manufactured there. How you ask? In two ways, and both entirely natural and simple.

Did you ever raise the lid on a teapot after it had been allowed to cool a trifle? And didn't you find water there? Where did the water come from? From the atmosphere by condensation. That's one way of forming water. And just that happens inside the crankcase. The metal is thoroughly heated while the engine is running. Then the engine is stopped, the metal chills and water is formed. All perfectly natural.

But still more water is formed in another way. Hot air holds more moisture than cold air. When this hot air is chilled down to the dew point, the excess moisture in the air simply forms water. So we have two examples of entirely natural phenomena working to form water.

Now we have seen how sulfur (although in small quantities) finds its way into the crankcase, and how water is formed there. Let's go a little bit deeper into this thing. When the gasoline mixture in the cylinder is fired, one of the frequent products of the combustion is sulfur tri-oxide, SO₃, formed as a natural result of burning sulfur in the presence of oxygen. Of course, these sulfur compounds are formed as gas, and as a gas they get into the crankcase.

Of itself, the water we have seen formed might do considerable harm, and in many cases certainly would. Of itself the sulfur tri-oxide might do a little harm, but not a great deal. But when these sulfur compounds mix with the water, there is formed a weak sulfurous or sulfuric acid—and either of them will begin the trouble.

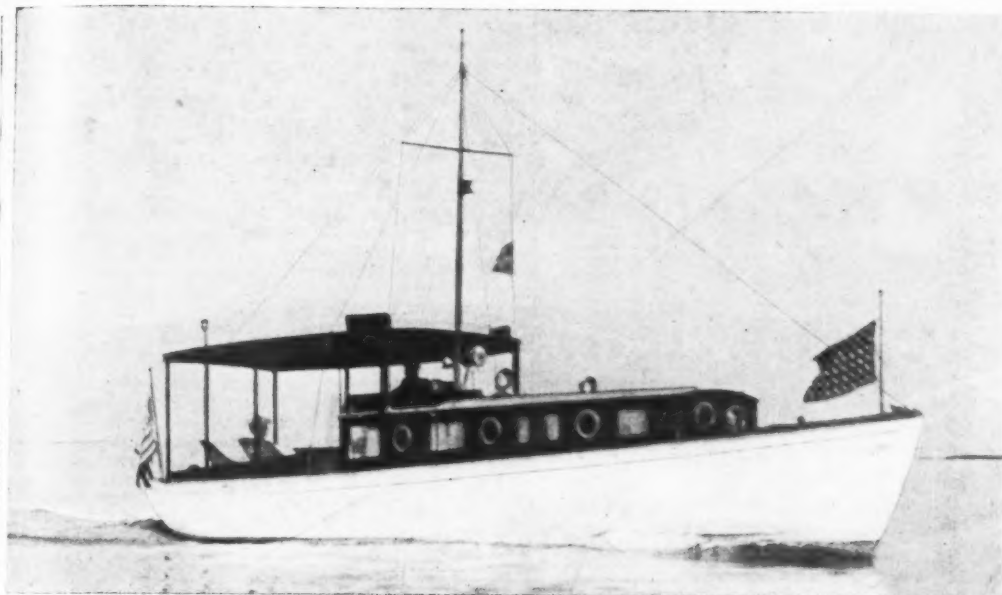
As a matter of fact this same phenomenon may be found by looking at the tail pipe of an automobile on a cold morning. Nine chances out of ten you will see water dripping out of it. The water itself comes from condensation in the muffler, tail pipe and in the exhaust manifold, while the products of combustion passing over the water give it a sulfuric content. If you are interested in this little problem, just catch some of this drip from the tail pipe some day and have it analyzed—it will tell you an interesting story.

Other chemical re-actions also seem to follow, for there are always present in the crankcase, fine, minute particles of iron—so fine that as a rule they can only be detected with the microscope. They come from the ordinary wear of the engine—from cylinder walls, pistons, rings, etc. With the sulfur acids they tend to form iron sulfate.

Now we are getting to the sludge. The sulfur compounds—and in some cases the iron sulfate—begin the trouble, for they form an emulsion with the water and oil. An emulsion in this case is a mixture of mild acid, water, oil, fine iron particles, and other foreign matter. Once this sludge begins to form, trouble is in store unless it is cleaned out.

At first this sludge looks like a heavy, black oil; in its second stage it becomes heavier and somewhat sticky; later on it becomes a semi-solid. That is when it has become

(Continued on page 170)

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

"Firefly," an elegant type of trunk cabin cruiser, 40'x9½'x2½', owned by C. M. Breiting, Philadelphia, and newly powered with a Big Chief Special 75-90 H.P. Red Wing THOROBRED.

"AND SHE'S POWERED WITH A BIG CHIEF RED WING THOROBRED"

11 THOROBRED SIZES

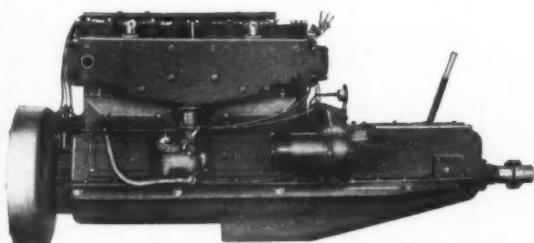
7 to 150 H. P.

- Model KK 7-8 h.p. 2 cyl. 3¼ x 4¼
- Model D 10-14 h.p. 4 cyl. 2¼ x 4
- Model AA 16-24 h.p. 4 cyl. 3¼ x 4¼
- Model F 28-36 h.p. 4 cyl. 4-16 x 5
- Model B 32-40 h.p. 4 cyl. 4½ x 5
- RED TOP 40-50 h.p. 4 cyl. (high speed) 4½ x 5
- BIG CHIEF 50-60 h.p. 4 cyl. 5 x 7
- BIG CHIEF SPECIAL 75-90 h.p. 4 cyl. 5¼ x 7
- BB SIX medium duty 45-70 h.p. & cyl. 4½ x 6.
- BB SIX high speed 80-110 h.p. 6 cyl. 4½ x 6.
- BIG CHIEF SIX 85-110 h.p. 6 cyl. 5 x 7
- BIG CHIEF SPECIAL SIX 110-150 h.p. 6 cyl. 5¼ x 7

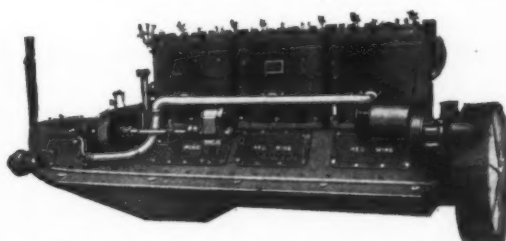
Are words that add the final convincing argument of the builder as to the merit of a boat well built and honestly described. "Big Chief Powered" means more than just an engine. It means that same kind of reliability which has kept Red Wing THOROBREDS so popular for over 25 years in every part of the world. It means ample and smooth power, long endurance and low upkeep; also great convenience, as these engines are designed with the needs of the cruiser owner primarily in view. Cruiser owners as well as commercial boat owners are installing Big Chiefs in increasing numbers.

The pronounced success of the Fours has resulted in bringing out Big Chief SIX cylinder engines of the same general specifications. These are now in quantity production in both 5"x7" and 5¼"x7" sizes; either medium duty or high speed types; and with true twin-screw arrangements. Why not plan on THOROBRED power for your boat also? Write us today for full details.

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Four-cylinder Big Chief THOROBRED with five-bearing crank of 2½" dia., built-in Paragon gear, double ignition, pressure oiling, and two-unit, twelve-volt electric starting system with enclosed fly-wheel. Gray iron or aluminum base.



The SIX-cylinder Big Chief THOROBRED unit powerplant with equipment similar to Big Chief Four. Seven-bearing crank shaft and special manifold for highly efficient results. Also built from ground up for twin-screw service.

Burger Boats

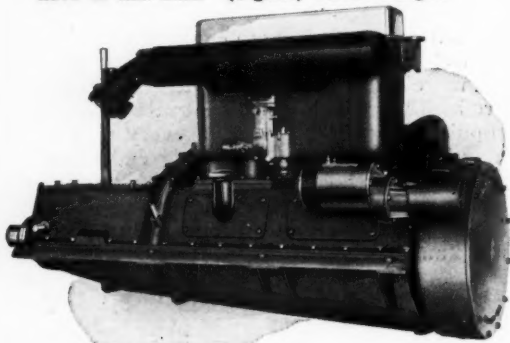


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"Our experience with the four cylinder J E 4 $\frac{3}{4}$ " bore x 6" stroke motor you furnished us for installation in our 28' x 6'6" V Bottom runabout was very satisfactory.

"The motor, during all of the trial runs over a period of two weeks, showed every indication of being very well constructed and exceptionally well machined. It operates perfectly smooth at all speeds, especially at full throttle, turning an 18 x 22" propeller 1560 R.P.M. The motor at that speed gave the boat a little better than twenty-six miles per hour.

"We will be pleased to consider BEAVER motors on any further installation that we may have of this kind." (Signed) H. C. Burger.



Beaver Marine Engines are tried, tested, and proven. They are seaworthy. They will give long years of steady, uninterrupted, economical service—because they are built up to that standard. Beaver Marine Engines are available in sizes from 4 cylinder 50 H.P. to 6 cylinder 225 H.P. medium speed.

Beaver Manufacturing Company

Marine Division

41-25th Street

Milwaukee, Wisconsin

for steady
service
Beaver

Why Engines Go Bad

(Continued from page 168)

really dangerous. As it gradually becomes thicker it restricts the oil passages, including the drilled oil lead in the crankshaft. That means a lessened flow of oil. In time, if not removed, the sludge may—and sometimes does—entirely stop the oil passages, and of course, burned-out bearings are the answer.

The engine manufacturer cannot be blamed; the oil is certainly not to blame; nor can it be said that the manufacturer of the gasoline can entirely be blamed, because the number of engines forces a high gasoline yield. It is a condition which simply exists.

And yet the remedy is simple. Stop sludge formation before it becomes harmful or dangerous. This can be done by changing the oil at regular intervals. Now let's get that straight. Simply adding more oil won't do any good. The old oil, carrying with it the muck which later on becomes sludge, must be removed. A messy, dirty job, you say. True enough in many cases. So is a visit to the dentist a distasteful job. But the wise man goes to the dentist before his teeth have to come out. The dentist gets a chance to save them. Changing oil is just like a visit to the dentist before the teeth go. But you have warning when a visit to the dentist is needed. Not so with your engine in most cases. Only when the trouble has become critical can the engine tell you about it. And then it is generally too late.

Give your engine a chance. Keep the poisonous sludge out of its system, keep its veins free and clear, give it the kind of oil that is right for its particular lubricating system and your care and thought will be repaid a thousand-fold in power, smoothness, freedom from trouble and long life. Remember that the manufacturer of your engine put hard work, time, thought and skill in its design and manufacture. But he cannot run your engine for you, he cannot change your oil, he cannot keep your crankcase clean. That lies with you. Your money is invested in it. You can safeguard that investment, but the engine manufacturer cannot do it for you.

At all the southern races recently held, including those at Palm Beach, Tampa, and Miami Beach, Duplex Oil was used exclusively in all the racing boats powered with marine engines. At Palm Beach, the boats racing for the Bradley Gold Cup, at Tampa, all of the Junior Gold Cup boats, and the Tampa Baybies class, and at Miami Beach the Gold Cup Boats, the Baby Cars, the Biscayne Baybies, and the Chriscrafts, all used Duplex oil exclusively. Boats owned by such nationally famous yachtsmen as D. P. Davis, Gar Wood, W. J. Conners, Howard Lyon, Robert H. Gamble, Paul Prigg, Carl G. Fischer, Webb Jay, and many others specified the use of Duplex Oil in their power plants.

Save Old Ironsides

(Continued from page 23)

Old Ironsides exercises have been held and collections taken in the public schools of New York City, Boston and Detroit.

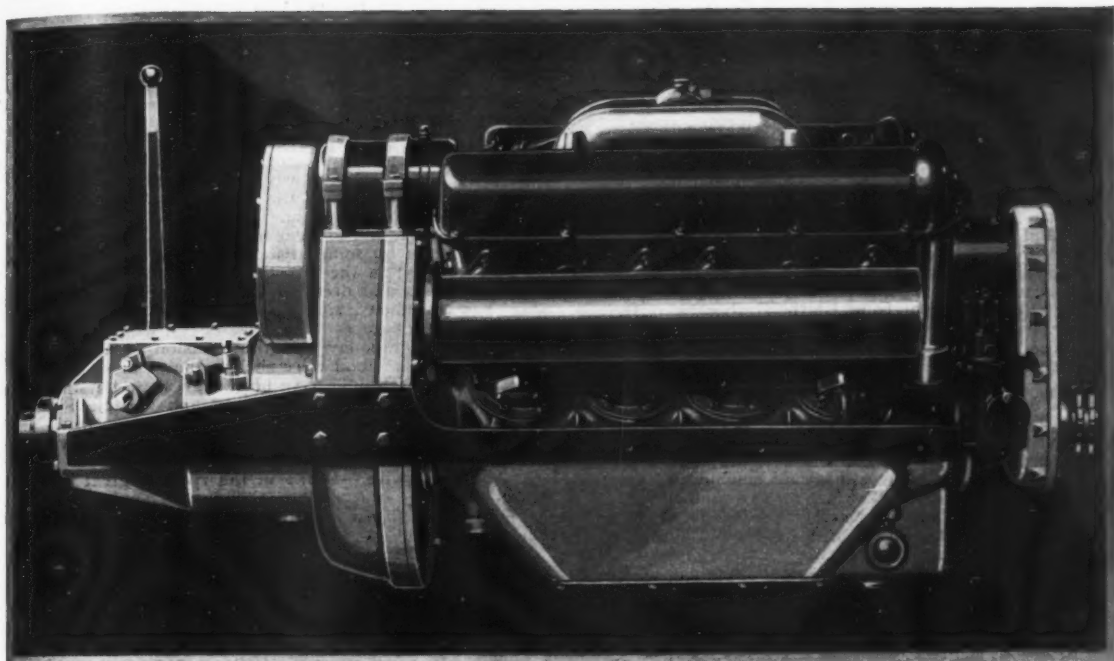
How about the yacht and motor boat clubs? What are they going to do to save the old square rigger that saved the nation in the War of 1812?

Congress has authorized the Secretary of the Navy to appeal for public contributions to a fund of \$500,000 to restore the historic old frigate, after which the Government will guarantee to man her with a competent crew and maintain her forever, at a cost of \$100,000 a year.

When reconstructed, the plan of the Government is to load Old Ironsides with priceless relics of the Revolution and War of 1812 and send her into every port in the United States where she can be inspected and thus provide a stimulus to the patriotism of Young America.

Already nearly \$150,000 has been raised towards the necessary total of the fund.

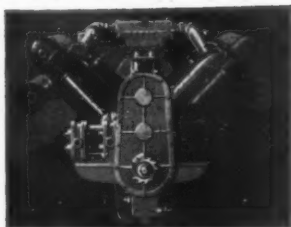
A New York Executive Committee of the Save Old Ironsides Fund has been organized with Mayor Walker as the Honorary Chairman. The other officers are Chairman, Captain Walter I. Joyce, Director of the National Americanization Committee of the Veterans of Foreign Wars; Honorary Vice-Chairman, Rear Admiral Charles P. Plunkett, U. S. N., Major General Charles P. Summerall, Commanding General of the Second Area Corps at Governor's Island, Rear Admiral Louis M. Josephthal, of the State Naval Militia; Vice-Chairmen, Murray Hulbert, former President of the Board of Aldermen, Mrs. John Jerome Rooney, Major William F. Deegan, Past State Commander, American Legion, Department of New York; Secretary, Captain J. M. Enochs, U. S. N., Assistant Commandant of the Third Naval District, South Ferry; Treasurer, Herbert K. Twitcheell, President Seamen's Bank for Savings, New York City.



The New CROSS-KYSOR *Worthy of the finest craft*

This new light-weight, high-speed marine motor—the Cross-Kysor 220 H.P. Super-Marine is preeminently the foremost engine of its kind from every angle—performance, design, construction and value. It is absolutely a leader in its class.

All the features that every speed-boat owner has wished for are now incorporated in this marvel of marine motor design—accessibility, durability, stiffness and rigidity, universal servicing of parts, ease of starting, uniformity of timing and ball bearing throughout—all to be found in this motor.



End View

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Cross Reverse Gears
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To Labrador's Tip on Nanu

(Continued from page 51)

drift down the coast all summer long, and sometimes run aground on reefs nearer shore. The expedition reached Battle Harbor on August 4, at which is located one of the principal hospitals established by Dr. Grenfell, in that region. Battle Harbor has also been the base from which Captain MacMillan in his schooner Bowdoin has made his explorations. Excellent fishing was enjoyed in nearby waters, the salmon being particularly choice. Supplies and fuel were renewed, and after a few days, Battle as it is more familiarly called by the natives, was left behind, and the real cruise of the summer was begun.

The extreme northern point of Labrador is Cape Chidley, is about 700 miles distant from Battle Harbor in a straight line. But in following the coast line and all the indentations of the shore, the distance is more nearly 1,200 miles. The coast is entirely treeless, and rugged and barren for the greater part. All manner of sea birds are at home in these regions, and the mountains running from a thousand feet to six or seven thousand feet in height afford them ample room to roam. Great fjords reach back from the coast for thirty or forty miles, equalling those to be found on the coast of Norway in beauty and scenic splendor. There is nothing in eastern North America, that compares with the grandeur of the Labrador Coast. On the entire stretch of 700 miles of coast, there are but nine lighthouses, which are maintained during the summer season for the particular benefit of the fishermen. There are no buoys and only a few beacons which have been placed there through the efforts of Dr. Grenfell. The navigation of this coast presents a problem, since the charts of this region are also very poor and frequently misleading. Two months were spent exploring this coast, each day bringing different sights, and excitement. The shallow draft of Nanu made it possible to explore rivers and bays which could not have been entered with a deep draft vessel. At times shore parties climbed the mountains for a wonderful view, or in search of game, such as ptarmigan or willow grouse, or possibly casting for fine salmon in the swift running rivers. At times a gale of wind would keep the boat in some harbor, where with two anchors down the day would be spent in comfort in the cabin. A coal stove served to keep the interior of the boat both dry and warm at all times. Fishermen, or the native Eskimos were always glad to see and visit the boat, and were always delighted to see the engine, and watch it go. The curiosity of the natives was intense, and even though they could speak no English, the features of the boat and the engine appealed to them tremendously, so that they acted like children in their glee at seeing the outfit.

One of the staple items of food on the Eskimo bill of fare is seal, and these are hunted from the little skin boats or kayacks. It is the custom of the Eskimos to come down to the shores during the summer months, and a small party of these will camp in tents, spending their time in hunting and fishing. They catch numerous seals and caribou, which are skinned, and the meat preserved by curing in the sun. The

small children, of whom there are always a large number, seize the seals as they are brought ashore and drag them up to the camps, where the women attend to the work of skinning and dividing the meat. The eskimo dogs are interested observers of these operations, and frequently dash in and snatch a piece of meat away before they can be stopped. During these operations the hunters stand by, allowing the women to do the work. These Eskimos are still a very primitive people, and are generally looked after to a greater or lesser extent by some of the several missions which have been established in the country. They have adopted some of the customs and dress of the white people, which, however, has introduced sicknesses and disease to which they were strangers before the coming of the white man.

One outstanding day was the occasion of a hunting trip where two fine caribou were shot. One of these had a magnificent head, and must have been a great grandfather of the herd. His antlers had fifty points, and Captain Bob Bartlett, who saw the head later, pronounced it one of the finest he had ever seen. The next day a trip up a river was made in the boat to bring out the caribou, which were too heavy to transport otherwise. While in the river, a great section of the hills broke loose, and some thousand feet, up the side of a cliff tumbled down into the ravine with a great roar and crash.

The days in the Arctic regions get short early in September, and ice was already forming in the bays during the nights. Each time the boat anchored for the night, would find it frozen in with thin ice in the morning. The two weeks' time lost at the beginning would have been valuable at the end of the trip, and the return trip to civilization was begun on the fifteenth of September. Ice conditions became so severe, that by the time the boat reached Indian Harbor, the farthest north of Dr. Grenfell's hospitals, it was found desirable to haul the boat out there, and leave it for the winter. This terminated the cruise as far as the use of the boat was concerned, as it would have been impossible to continue further, towards home, because of the severe weather. The gales and ice had delayed the mail steamer, for as much as two weeks, and it was still further delayed on the way to Newfoundland. Heavy gale was experienced on the vessel, so that in four hours time it was only able to progress eleven miles. Connections were finally made to permit the party to return to Hartford, Conn., by rail, which was reached on October 29.

The unusual conditions to which the small Banfield cruiser was subjected on this trip, serves to show that boats can be built to behave properly under all conditions of the sea. The boat proved to be an able and comfortable job. A side light on the trip is the effort which Dr. Grenfell is now making to raise funds for a new and modern hospital at St. Anthony, Newfoundland, which it to replace an old wooden structure which is slowly falling to pieces. The foundations for this new building have already been laid, and some work was done during the previous summer. This work will be carried on this year as soon as the weather permits.

Making Mud Hooks Hook

(Continued from page 49)

and ready to be bent on or already secured to the anchor line. An anchor buoy is a buoy generally made of a short length of wood either of sufficient size to hold the end of the anchor line at the surface until reclaimed, or attached to the anchor line by a light line of sufficient length to reach the bottom. On large ships the latter method is used.

It is no disgrace to heave in the anchor or slip the cable and run. I have been on several ships that have had to do it. Once in Chesapeake Bay at Lynnhaven Roads. Never dismantle the engine except in a safe harbor.

After reaching the anchorage selected, the surface of the water should be scanned thoroughly for any indication of fishstake, abandoned hulks, or old piers that might snag the boat or foul the line. If the chart gives no soundings or other than ample water, proceed slowly taking soundings constantly. Keep in mind that your anchorage is not a spot but a circle or a segment of a circle of which the anchorline will be the radius and the anchor the center.

See that this circle is clear whether you think you will use it all or not and see that you will not be in another's swinging circle except when you are sure that there is no danger of fouling. It is better to be a bit offshore where

one can anchor securely, allowing one an easy mind when ashore, than to save a few minutes' rowing at the expense of having to keep an almost constant watch and a constant worry both ashore and aboard fearing that she will foul or drag.

It is best to approach the anchorage from the position in which you will first lay which will be either up-wind or up-tide or a compromise of the two. When over the spot go astern on the engine, or in a sailboat, kill the headway and let her fall off, and when she responds let go your anchor. Let her drop back easily, paying out the line only as she needs it until there is sufficient out, then make fast. Watch her until she has come up on her cable and shows no signs of dragging, then secure your engine.

Now as to how much cable to use. For a short anchorage with someone aboard and awake, from three to five times the depth of water according to the wind and tide. the weather being normal. For overnight or when the boat is unwatched in a sheltered anchorage at least ten times the depth of water. For a long stay, heavy weather, or an open anchorage, all the line possible. Personally, if I have

(Continued on page 176)

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Curtiss James. *Converted to
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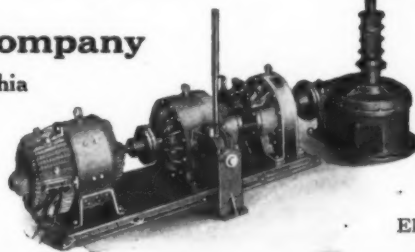
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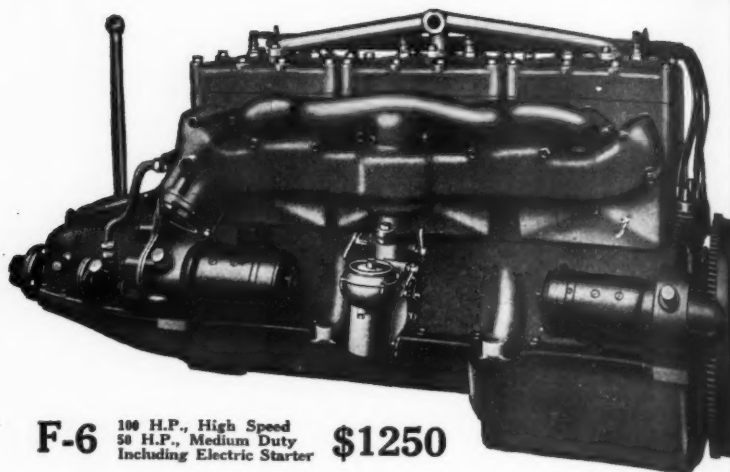
Yacht and Powerboat Section, Catalog 21, gives illustrations, descriptions, etc., of the A-E-CO Electro-Hydraulic Steerer and Windlass, as well as a brief explanation of the electro-hydraulic drive. Write for a copy of this Catalog.



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50 H.P., Medium Duty
Including Electric Starter **\$1250**

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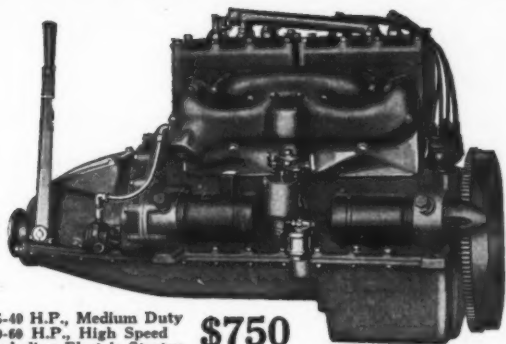
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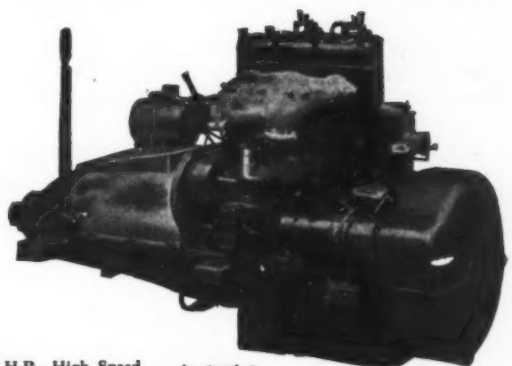
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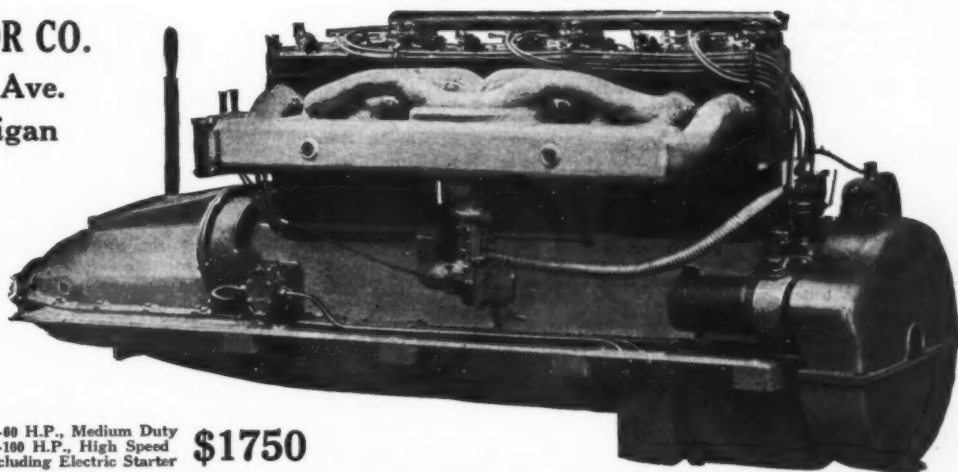
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Including Electric Starter **\$1750**

Making Mud Hooks Hook

(Continued from page 172)

the swinging room I let her have all of the two hundred feet although sometimes it amounts to forty times the depth of water.

An anchor is a mighty small thing for holding a craft in one spot in the first place and when riding on a short hawser the strain on the anchor tends to pull it up, the heave of the sea, if any is running, intensifies this. Then too, on a short hawser, when a boat is in a seaway it comes up against the anchor with a jerk that is liable to break its hold, and with a stockless anchor, very likely will. If the boat has swung around with the tide to the opposite direction to what she was when she anchored a short hawser is liable to pull up the shank and reverse it, which would break out the flukes leaving them with a clot of mud on their underside which will prevent them taking hold again. That, of course, applies only to a stockless anchor. That jerk not only puts a strain on the anchor but also is likely to part the line and strain the bits and bow of the boat.

A long line on the other hand puts a horizontal strain on the anchor which will cause it to dig in rather than break away. The long line acts as a spring which distributes the strain evenly when in a seaway and makes a sudden jerk against the anchor almost impossible. In a heavy sea it allows the boat to ride easier and does not hold the bow down into the sea as does a short hawser.

I have met a number of amateur yachtsmen who believed that two anchors on a short hawser were better than one anchor on twice that amount of chain but the opposite is the case. One anchor on a long scope of line will hold far better than two on too short a line. Of course if both anchors have a good, full scope of line there will be less chance of dragging, if the anchors are not too far apart.

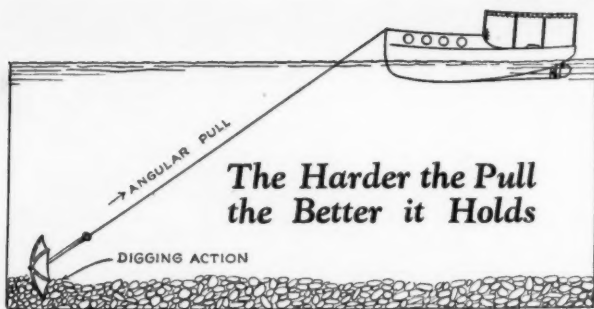
If the anchorage is crowded and conditions are such that you distrust a short hawser the best thing to do is to moor. To do that both anchors have to be used. Mooring is anchoring with two anchors in such a manner that the swinging circle is very small, the anchors stretching out on each side so that she is always riding on one or both the anchors without materially changing her position. It enables one to anchor with safety in less area than even a short hawser.

When mooring, select a clear space at least the length of your longest anchor line or lines, preferably in line with the run of the tide, then secure your other anchor to the other end of the line, (I am using a single line as an example) then mark the middle distance between the two with a piece of sail twine or marline. Then you are ready to make the mooring.

The usual way to moor is to make what is called a flying moor. One approaches the anchorage in line with the position one wishes to place the anchors at slow speed. When you are ready, drop the first anchor proceeding slowly and paying out the line as it becomes taut until almost to the end of the line, then drop the other anchor, killing all headway at the same time. Then pull back towards the first anchor until you reach the halfway mark and secure. That will hold you fairly stationary between the two anchors and yet give you the satisfaction of knowing that the boat has a fairly reasonable chance of staying put. It is a good thing to practice several times when you don't really need it and conditions are good so as to get the hang of it. It is easy to do and a bit of smart seamanship that will both be useful and win admiration during a cruise or at a regatta. When mooring with two lines, drop the anchor on the longset line first, then after the other anchor is placed as distant as possible from the first, haul in until you are half way between the two anchors and secure. When making a bow-and-stern mooring, as in constricted waters, where one does not wish to swing, drop the bow anchor first and back or drift down to where you wish to place the second or carry it out in a small boat and drop it. That will do away with the danger of fouling the after line in the wheel. The bad feature of that kind of a mooring is that it leaves one open to a beam wind and sea. Another hint that I will drop here is to be careful and try not to anchor where a good breeze is blowing against the tide as nine chances out of ten they will neutralize each other and leave one rolling in the trough of the sea. A bow-and-stern mooring in that case may be used to advantage but moor with the bow towards the wind.

There is one more point that is considered important in the practice of big ships but is never thought of with small ones; that is to keep the anchor ready for use in congested or close waters. On a big ship, when shifting in a harbor

(Continued on page 182)



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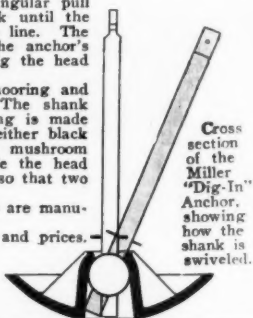
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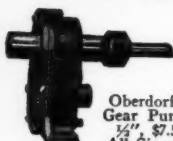


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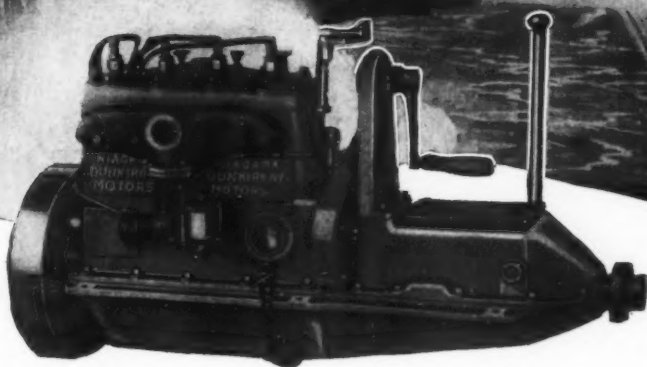


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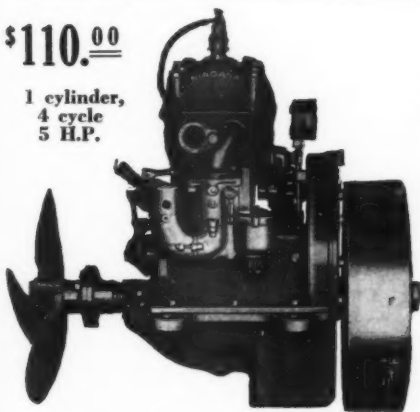
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The NIAGARA "SPECIAL" has achieved a reputation for low fuel consumption, very low service and repair costs. Everything about this motor will warm up every ounce of pride within you. Get the thrill of its performance.

Write for specifications and observe the rugged construction as well as the general high quality.

THE NIAGARA "GEM" gives a surprising performance and a service that lasts. You will find it the best you can buy in its size. You'll be enthusiastic about this NIAGARA "GEM" because of its power and even running. Unflinching, you will find it ready to go and almost without vibration.

Here is an engine that offers the most value in genuine marine engine service today. It will surprise you with its ability and power. Its hot spot manifold guarantees you the most miles per gallon you ever realized. Its measured perfection and finish is consistent with reputation of its builders, for quality and durability. Compare the specifications, its sturdy counterbalanced crankshaft, extra large bearings and heavy flywheel.

COMPLETE, READY TO RUN \$110.00

State the model you are interested in and
write for free booklet.

NIAGARA MOTORS CORPORATION

BOX 300

DUNKIRK, N.Y.

America's Leading Marine Engine Builders

(Continued from page 166)

Winton Engine Works 2116 West 106th St., Cleveland, Ohio												WINTON
GASOLINE												
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R. P. M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
W6.....	80	6½x9	6	4	500	5900	Force....	Winton....	Air.....	Bosch....	Champion	Zenith
W5.....	125	8 x11	6	4	450	10000	Force....	Winton....	Air.....	Bosch....	Champion	Zenith
11.....	200	9½x14	6	4	425	19000	Force....	Winton....	Air.....	Bosch....	Champion	Zenith
106.....	200	7 x8	6	4	1000	5000	Force....	Joes.....	Leese-Neville.	Bosch....	Champion	Zenith
124.....	180	6 x7	6	4	1300	2400	Force....	Joes.....	Leese-Neville.	Bosch....	Champion	Zenith
120.....	350	7½x8½	6	4	1350	5000	Force....	Joes.....	Leese-Neville.	Bosch....	Champion	Zenith

Winton Engine Works 2116 West 106th St., Cleveland, Ohio												WINTON
GASOLINE GENERATOR SETS												
Model	K. W.	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Ignition System	Spark Plugs	Carburetor		
W17.....	5	3x4	4	4	1000	900	Force.....	Bosch Magneto.....	Champion.....	Zenith.....		
W2.....	7½	3x4	6	4	1200	1380	Force.....	Bosch Magneto.....	Champion.....	Zenith.....		
W2A.....	10	3x4	6	4	1300	1380	Force.....	Bosch Magneto.....	Champion.....	Zenith.....		

Winton Engine Works 2116 West 106th St., Cleveland, Ohio												WINTON
DIESEL												
Model	Horse Power	Bore and Stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Reverse Gear	Starting Device			
105.....	100	6½x8	6	4	600	7700	Force.....	Winton.....	.....	Air		
114G.....	150	8x11	6	4	450	13500	Force.....	Winton.....	.....	Air		
114R.....	150	8x11	6	4	450	13000	Force.....	Direct Reversible.....	.....	Air		
117.....	175	8½x11	6	4	450	13000	Force.....	Direct Reversible.....	.....	Air		
114-4.....	110	8½x11	6	4	450	11000	Force.....	Winton.....	.....	Air		
111.....	200	9½x14	6	4	350	21000	Force.....	Direct Reversible.....	.....	Air		
116.....	300	10x14	6	4	450	21000	Force.....	Direct Reversible.....	.....	Air		
W35.....	225	11x14	6	4	250	44000	Force.....	Direct Reversible.....	.....	Air		
107.....	375	13¼x18	6	4	275	64000	Force.....	Direct Reversible.....	.....	Air		
W40.....	500	12 15/16x18	8	4	250	90000	Force.....	Direct Reversible.....	.....	Air		
115.....	500	14x15	6	4	450	11000	Force.....	Direct Reversible.....	.....	Air		

American Builders of Outboard Engines

Caille Perfection Motor Co. 6210 Second Boulevard, Detroit, Mich.												CAILLE
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
Liberty.....	2	2x2	2	2	1200	46	In fuel.....	.....	.....	.....	Zenith	Zenith
5 Speed.....	2	2x2	2	2	1600	45	In fuel.....	.....	.....	.....	Zenith	Zenith

Elto Outboard Motor Company 62 Mason Street, Milwaukee, Wis.												ELTO LIGHT TWIN
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
Outboard C.....	3	2¼x2	2	2	1400	50	Oil in gas....	.....	Atwater-Kent..	Champion...	Special	Special
Outboard D.....	3	2¼x2	2	2	1400	50	Oil in gas....	.....	Atwater-Kent..	Champion...	Special	Special

Evinrude Motor Company Milwaukee, Wis.													EVINRUDE
Model	Horse power	Bore and stroke	No. of Cycls.	Cycle	Port	R.P.M.	Weight	Lubrication	Reverse gear	Starting device	Ignition system	Spark plugs	Carburetor
A Single.....	2	2½x2½	1	2	2	900	72	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
B Single.....	2	2½x2½	1	2	2	900	68	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
AT Single.....	2	2½x2½	1	2	2	900	78	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
A Heavy.....	3¼	3¼x3	1	2	2	750	128	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
B Heavy.....	3¼	3¼x3	1	2	2	750	120	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
L A Big Twin....	4	2½x2½	2	2	2	1200	86	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
L B Big Twin....	4	2½x2½	2	2	2	1200	80	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
L A T Big Twin..	4	2½x2½	2	2	2	1200	94	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
N Sport Twin....	2	2 x1½	2	2	3	2100	42	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude
N B Sport Twin..	2	2 x1½	2	2	3	2100	56	In fuel...	Automatic..	Own....	Magneto..	Champion..	Evinrude

Sears, Roebuck & Co. Chicago, Philadelphia, Dallas, Kansas City, Seattle, U. S. A.												MOTORGLO
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Starting device	Ignition system	Spark plugs	Carburetor	
Row boat.....	2	2½x2½	1	2	1000	50	Splash.....	Rope.....	Magneto.....	.....	Valve	

Johnson Motor Company South Bend, Ind.												JOHNSON
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Starting device	Ignition system	Spark plugs	Carburetor	
Light Twin.....	2½	2 x1½	2	2	2300	35	In fuel.....	Hand.....	Own.....	A. C.....	Own	
Light Single....	1½	2 x1½	1	2	2500	26	In fuel.....	Hand.....	Own.....	A. C.....	Own	
Big Twin.....	6	2½x1½	2	2	2300	85	In fuel.....	Hand.....	Own.....	A. C.....	Own	

Lockwood-Ash Motor Company Cor. Jackson and Douglas Streets, Jackson, Mich.												L-A
Model	Horse power	Bore and stroke	No. of Cyrs.	Cycle	R.P.M.	Weight	Lubrication	Starting device	Ignition system	Spark plugs	Carburetor	
Single.....	2	2½x2½	1	2	2300	65	In fuel.....	.....	.....	.....	Magneto	
Twin.....	-	2½x2	2	2	2300	55	In fuel.....	.....	.....	.....	Magneto	

Watch the NEW L-A TWIN Leap to the Front

Keep your eye on the "Dark Horse of the 1926 Rowboat Motor Field." Six months ago few folks would have conceded leadership to the L-A Twin. But now the race is on. The L-A Twin is in action—and, man alive, how it is coming down the stretch. If you enjoy the thrill of picking a winner, you'll want to be one of the lucky ones to get a new L-A Twin this year.

Choose Your Motor On This Year's Performance

The L-A Twin is **New**—New in many outstanding features. Yet it is backed by all the careful engineering and practical experience gained through our 22 years of building marine engines. Match these qualities with any other motor:

Phenomenal Power

At normal speed develops 3.85 H.P. (Brake Test.)
In racing trim develops 4.65 H.P. (Brake Test.)

Startling Speed

In actual measured test made 14.28 miles per hour on a 14 ft. modified V-Bottom Boat with 145 lb. operator.

Low Weight per Horsepower

Weighs only 14.29 lbs. Brake H.P.

Underwater Stream-Line Design

Cuts the water "like a knife."

Giant Drive Propeller

Doesn't "churn" the water—uses all the power to push the boat.

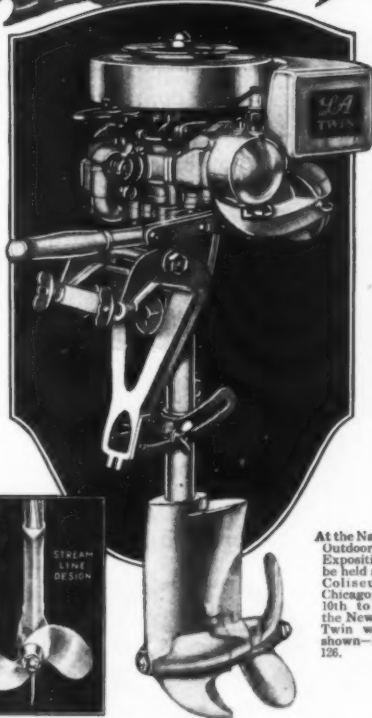
When you have seen the new L-A Twin in action—seen it push into the lead in race after race—seen it handle any boat with a new-found ease—seen it ride rough shod over sandbars, logs, rocks and other submerged obstacles without danger to boat, boater or motor—seen it start with an ease and promptness you had not thought possible—and then have seen it stand up to its job with this same dependability day after day, you, too, are going to say, "Give me an L-A Twin." The first step is to—

Send for FREE Catalog Folder

—Get the Facts. See for yourself all the exclusive features of this great little Motor. If you are not conveniently near an L-A Dealer where you can see the Motor and get all the facts, a 5-Days' Trial will be arranged so you can put the Motor to every test alongside of any other, and judge for yourself. You will see why thousands of old preferences are swinging to this remarkable New L-A Twin.

Send for Catalog Folder Today

LOCKWOOD-ASH
—MOTOR—L-A—COMPANY—H
61 S. Jackson St., Jackson, Michigan



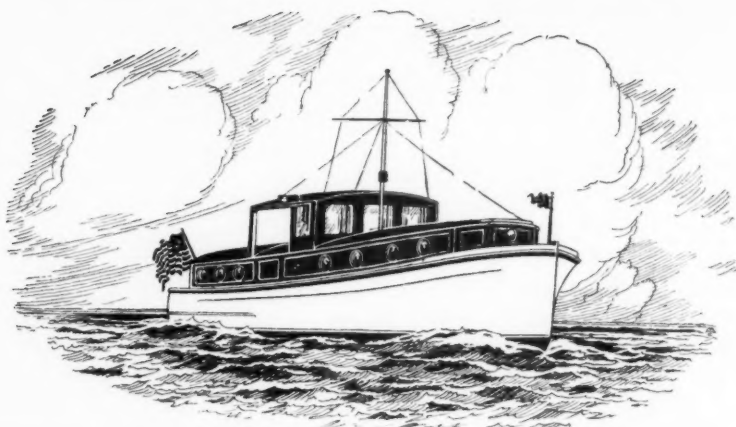
At the National Outdoor Life Exposition to be held at the Coliseum in Chicago, May 10th to 16th, the New L-A Twin will be shown—Booth 126.

LOCKWOOD-ASH MOTOR CO.,
61 S. Jackson St., Jackson, Mich.

Gentlemen: Send me the Free Catalog Folder of the New L-A Twin.

Name.....

Address.....



THE WEE-YACHT. A 36-footer with Yacht Accommodations

A double cabin bridge deck cruiser with the accommodations and privacy of a boat twice its size.

The after cabin has two separate state-rooms sleeping three people, and the salon forward sleeps four. Both after and forward cabins have separate lavatories.

Galley is forward of main cabin and fully enclosed. Bridge canopy covered and equipped with glass windshields. Engine room under bridge accessible through large hatchway.

WEE-YACHT also available with single cabin forward and very large cockpit aft.

Wee-Yacht Specifications

Length	36 ft.
Beam	9 ft.
Draft	30 in.
Sleeps (persons)	7
Engine	Erd Gear Reduction— 35 H.P., Buda Six
Fuel Tank Capacity	60 Gal.
Water Tank Capacity	60 Gal.
Electric Starting and Lighting Equipment.	
Speed	up to 32 miles (According to Power Plant)

Perfect vision to all points from bridge. Unusually strong in construction and thoroughly seaworthy.

Driven economically, your desire for speed is limited only by the engine of your choice.

Naturally, its price is very reasonable. Spend

a Wee-Yacht vacation this summer.

Write today for detailed specifications and prices.

C H A
MARINE CONSTR
Factories
ANNAPOLIS, MARYLAND



THE TOMBOY. A Runabout the Whole Family Can Use

A 32-foot runabout, large enough to afford a roomy 14-foot cockpit, holding ten passengers, yet constructed in such a way as to drive faster and more easily than a 25-foot V-bottom boat with the same power plant.

The CHANCE TOMBOY shows a sturdiness and seaworthiness when driving into a full head or quartering sea that cannot be had in hulls of shorter length.

This is the smart, trim, runabout so popular in Florida waters during the past season. The price is surprisingly moderate.

A speed of 21 to 25 miles per hour easily maintained. Furnished with CONTINENTAL-Van Blerck,

WISCONSIN White Cap or Kermath Motors. Choice of any other power plant desired.

The TOMBOY is equipped (available with windshield and top to be entirely enclosed), so that you can easily set up your bedding at night. This arrangement is ideal

Tomboy Specifications

Length	32 ft.
Beam	6 ft.
Draft	25 in.
Cockpit length	14 ft.
Accommodates (persons).....	10
Engine	Wisconsin (White Cap), Continental-Van Blerck, Kermath
Type.....	4 or 6 cyl., 4 cycle
Electric Starting and Lighting Equipment.	
Fuel tank capacity	25-60 gal.

for cruises.

Speed! Graceful lines! Large passenger capacity! Seaworthiness! Enclosed features! Moderate price! The runabout you've been looking for. Write today.

CHANCE

UCTION COMPANY

South Florida Distributors

Ewing Easter, Coconut Grove, Florida



Making Mud Hooks Hook

(Continued from page 176)

or passing through a narrow body of water like the Panama Canal, an officer is always standing by the anchors ready to let go at a signal from the bridge. An anchor dropped in an emergency, while it will not stop the ship, will check her headway and slue the bow around and in that way avert or ease a collision. In a fog it should always be ready. A boat under sail under those conditions should not only have it ready but someone standing by.

One time in the Newport-Neuse Canal near Beaufort, N. C., it saved me from being dismasted and maybe sunk. We were passing through at night, about midnight, with a fair wind and tide. I blew for the bridge but the bridgekeeper was away up the road although I did not know it at the time. I dropped my sails but the current was carrying me swiftly through. I saw him run down the road to the bridge, insert the bar and the bridge slowly opened. But I was too near to make it without a collision so I kicked over the hook and ran aft with the line so as not to slue her head around and held her until the bridge was open enough to allow me to pass. Once when forced to make a lee landing I dropped my hook out in the stream so that when I left I could heave her clear of the dock. After I hove her short, I walked amidships with the line so as to allow my sails to fill before I broke the hook out of the bottom.

There are many other uses for an anchor besides holding a boat in one spot while catching a few fish. Its proper use means comfort and safety not only to the boat and crew but to the other craft about them.

Copying a Boat

(Continued from page 60)

To take the vertical measurements, locate the various stations along the keel at intervals of 3 or 4 feet as in Fig. 2. Now make a square as shown on Fig. 3 which should be one inch shorter than the space between the lines. Mark off the distances *A* and *B*, each less one-half inch, and then start from the center line, mark on the long part equal spaced points at which measurements are to be taken. Now place the square, level with the lines, at the station as shown in Fig. 1. With a plumb bob and line, plumb each point to the hull and mark the point; measure the distances to the various points, also to the keel, rabbet line and sheer line. Make a neat clear sketch of each station, number it and carefully note each measurement in its proper position.

To take the horizontal measurements, make a rod which should be long enough to reach from the measuring plane to the stem head. Place the rod in position shown in Fig. 5; mark off the load water line; then mark additional points above and below the load water line at equal intervals (9 or 12 inches.) Place a plumb bob and line in position and hold the rod as shown in Fig. 5; then measure the horizontal distances between the plumb line and the hull. When measuring the narrower portions of the hull, the plumb line should be placed close to the hull and the distance between the horizontal line and the plumb line noted in each case. Of course, the distance *B* will be noted, and then the distances from the center line to the hull can be easily computed if necessary.

Make a sketch like Fig. 2 and measure the curve of the stem, the shape of the skeg and note the distance between stations.

A. G. W., College Point, N. Y.

Lifting the Lines

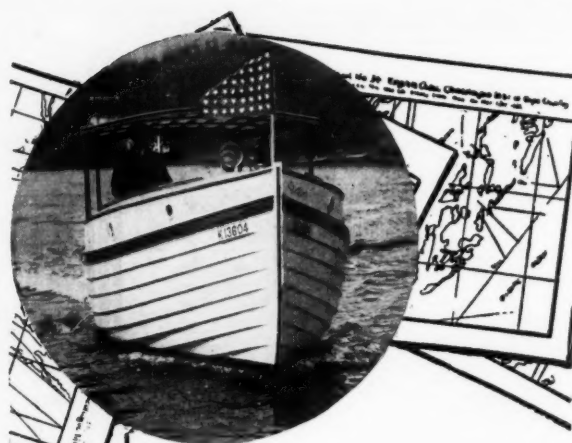
TO take the lines from a boat for the purpose of making a drawing of same, the boat of course must be out of water, blocked up as near to same trim as when at anchor; or in other words, the boat's actual waterline should be horizontal. Drop a plumb-bob from top of stem, and sight up to make sure boat is in a plumb position; a spirit level may also be used for this purpose.

Divide the hull off in sections, or stations as they are known by the Naval Architect, the spacing of which will depend upon the size of the boat, which we will assume in this article to be a 32 foot overall raised deck cruiser, 8 feet 6 inches beam, of the round bilge type, with a draft of about 3 feet 0 inches. A boat of this size when designed is generally divided in stations spaced about 3 feet.

Start at the stem and mark hull every 3 feet on a straight line parallel with the centerline of the boat. As this is a 32 foot boat there will be ten, three foot stations, and one, two foot station at stern, a total of eleven in all.

The next thing to be done is to make a square, the base of which can be a plank about 2 by 10 inches—7 or 8 feet long, the perpendicular a board about 1 by 10 inches—8 feet

(Continued on page 186)



Plan Your Next Cruise Now

56 New

Charts as a Gift!

THERE are 37 charts for the Atlantic seaboard from Maine to the Gulf—9 charts of the beautiful Great Lakes region—and 10 others of smaller inland lakes, rivers and canals—56 in all, conveniently bound in one handy book, measuring 8½ by 11½ inches.

All charts are drawn to scale, showing best courses from principal ports and harbors, magnetic courses and bearings, distances in statute miles, lights, buoys, etc., and clearly printed on heavy, durable paper that will not tear in the stiffest breeze.

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A NUMBER of fascinating routes for you and your boat to follow are suggested in this useful book. And twelve complete cruises are interestingly described and fully outlined.

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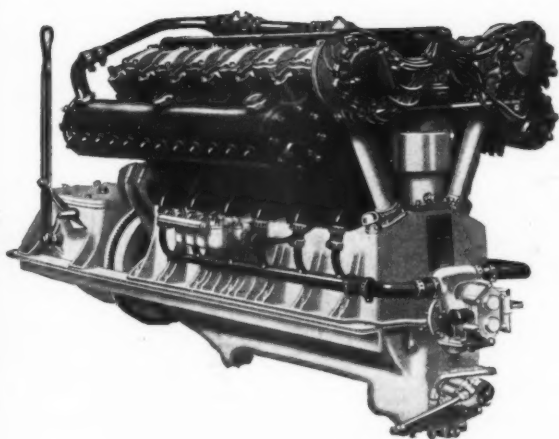
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Get Into the Game With a Gar Wood Marine Engine—A Sure Winner



Gar Wood-Marine Model T-26
400 H. P. at 1700 R. P. M.
Price \$5,000.00 F. O. B. Factory

SPECIFICATIONS

12 Cylinders, V-Type; 5" bore, 7" stroke. Overall length, 83½"; width, 36"; height, 43½". Weight, 1350 lbs.

CLAUDE GRAHAME WHITE, the famous English aviator and sportsman, after playing with fast motor cars, airplanes and other thrills, is now the enthusiastic owner of a Baby Gar. With it he recently won the 75-mile race around the Isle of Wight. Above he is shown entertaining a party of friends.

The Gar Wood-Marine Engine, with which the Baby Gar is equipped, is the choice of yachtsmen who want not only the utmost speed, but who demand consistent reliability under gruelling conditions. The many world records broken by the Gar Wood-Marine Engine, has made it the preferred power plant for fast cruisers, runabouts and speed boats. Single, twin, triple screw and installations up to five engines per boat, in runabouts and cruisers up to 72 ft. in length, show the possibilities for dependable fast boats in all sizes of craft.

GAR WOOD, Incorporated

*Builder of Gar Wood Marine Engines, Baby Gar Runabouts
and Gar Jr. Cruisers*

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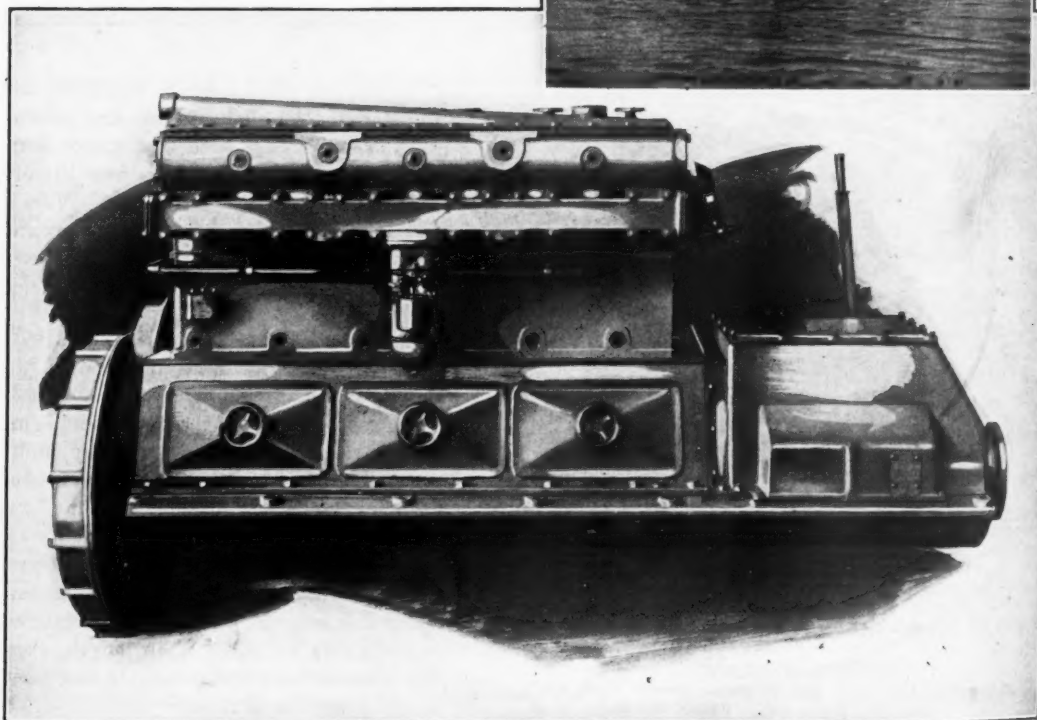
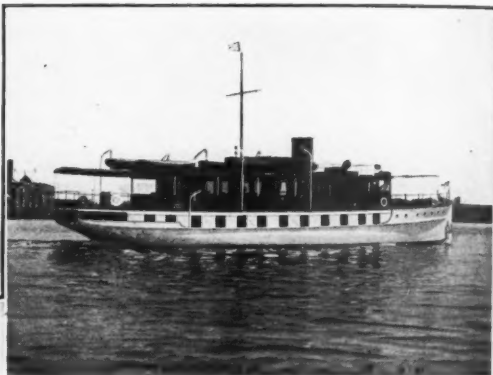
WINTON

ALSCOTIA

is powered with

WINTON GASOLINE ENGINES

DISCRIMINATING Yachtsmen prefer products that have proved their merit in *actual service*. That's why many of America's latest and finest pleasure craft have Winton Engines. The Houseboat Alscotia, designed and built by the Mathis Yacht Building Company, is one of the recent additions. This fine boat is powered with two Winton Gasoline Engines—Model 106, illustrated below.



THE WINTON ENGINE COMPANY

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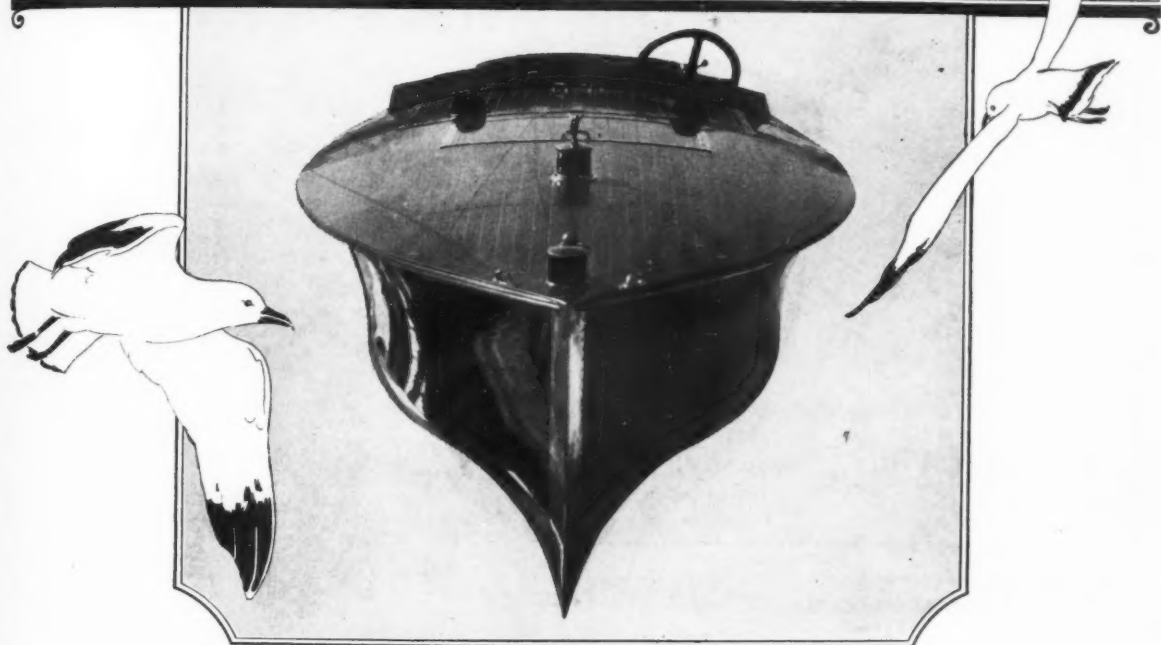
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Lines as graceful as a sea gull

SCHILLO



THE NEW SPORTABOUT SWEEPS TRADITION ASIDE

A startling, new super-model, combining great speed with luxurious comfort, and astonishingly low operating cost is the new Schillo Sportabout 8-220. Schillo engineers swept aside convention and tradition in producing the 8-220 speed boat—years ahead in superiority and as fine as money can build.

This triumph of engineering embodies an entirely original stream line design that reduces wind resistance and vacuum to a minimum—permitting amazing speed with the comparatively low horsepower of the economically operated Hispano-Suiza marine motor.

And yet—no feature of comfort, luxury and beauty has been sacrificed for speed. Those familiar with the very finest in boating are amazed at the delightful riding comfort, richness of appointments, and unequalled performance of this wonder runabout.

As only through a personal test can you comprehend the superb perfection of this Schillo masterpiece, you are invited to see and ride in one at your convenience.

Wire or write for descriptive literature or demonstration to

SCHILLO MOTOR BOAT MANUFACTURING CO.

3900 North Rockwell Street, Chicago, Ill.

We shall be pleased to hear from those who are in a position to represent us in various open territories.

Any Gasoline or Fuel Oil is Better
After Being Clarified by the
BOSWORTH FILTER

Prevents Fuel Stoppage and Eliminates
All Troubles due to Water, Dirt or Other
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FOUR SIZES
BRASS

No. 125— $\frac{1}{4}$, \$5.00
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No. 125— $\frac{1}{4}$, \$7.50
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No. 375— $\frac{1}{4}$, 15.00
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Manufactured
of
**SOLID
BRASS
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Furnished in
Any Mesh
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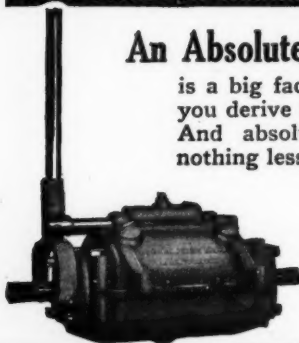
Write today for further particulars.

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THE JOHNSON MARINE REVERSE GEAR

An Absolutely Reliable Gear

is a big factor in the satisfaction
you derive from your motor boat.
And absolute reliability means
nothing less than a Johnson Gear.



Made in six sizes,
from 1—50 H. P.

Write Department
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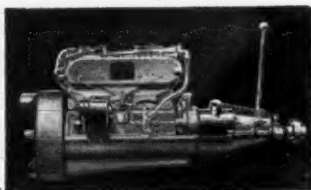
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A Superior Marine Motor with Universal Service

Duplicate
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Manufacturers of 2
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1 $\frac{1}{2}$ to 30 H.P.



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Established
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Lifting the Lines

(Continued from page 182)

long, both to be of smooth straight material. Fasten the perpendicular to the base at an angle of 90 degrees, with a couple of braces to secure same and keep it true. It is very important that the inside edge of the perpendicular be planed straight and set up plumb. A chock is nailed to the top side of the base up against side of keel, so inside edge of perpendicular will be about 6 inches from side of the boat when set at amidships or at greatest beam of boat, as shown by Fig. 1.

The boat illustrated has a half breadth of 4 feet 3 inches, so we will place square so that inside edge of perpendicular is 4 feet 9 inches from the center line of the boat. The perpendicular is marked with the water lines or horizontal sections through boat, starting at the top side of base plank. The first water line No. 1 is 18 inches above base and the second to sixth inclusive are each 12 inches apart. The buttocks or vertical fore and aft sections of boat parallel with center line, are marked on top side of base, No. 1 is 12 inches and No. 2 is 24 inches out from center line of boat. Small pieces of wood about $\frac{1}{2}$ by 1 inch can be tacked on perpendicular at waterlines to serve as guides when measuring, as shown in Figure 1.

By setting the square at the various stations and measuring in from inside edge of perpendicular to the sides of the boat at the various water lines the half breadths are determined by subtracting the measurement from 4 feet 9 inches, which is distance square is set off centerline of boat. By measuring up from base line, heights of buttocks are also determined. The heights of raised deck at side, after sheer, bottom of keel, etc., are measured up from base line. The heights of rabbet are found by measuring up from base line to where garboard meets keel and adding thickness of planking and allowing for bevels.

Extreme care should be taken in shifting square from one station to another that same is plumbed up each time and base kept level and all measurements taken from same relative base line or level.

The rake and curvature of stem, etc., can be measured as shown by Figure 4, and the developed shape of Transom is made as shown by Figure 6.

The crown or camber of deck can be gotten by laying a stick across top of cabin roof at different stations in a level position and measuring up from the raised deck or sheer at side.

A drawing of the lines of a boat is not complete and of very little use without an offset table, which is merely a list of dimensions from which a boat is laid down and built. Offset tables are made in several forms but the one shown by Figure 2 is plain enough for most novices. As the measurements are taken at the various stations they are recorded on the table in feet, inches, and eighths of inches.

After all measurements are taken from boat and listed on offset table the lines can be drawn. One inch to the foot is a good scale to use for a boat of this size. Draw the base line first and then the water lines; No. 1 will be 18 inches above base line and Nos. 2 to 6 inclusive each 12 inches apart as taken from boat. Draw vertical lines for stations, the proper distances apart as spotted on boat. The body plan, Figure 3, can be drawn just as taken from boat, each section as illustrated by Figure 1; stations 1 to 5 will form the forward body and stations 6 to 10 and transom, the after body.

The elevation, Figure 4, can be made by projecting over from the body plan, checking heights with offsets. The plan of water lines, etc., Figure 5, can be spotted in from body plan with compasses, and lines run in after checking with offsets. All lines to be faired up before inking in.

The diagonals as shown on body plan are run in after plan is finished and are used as a check when lines are used in the building of a boat.

The lines as lifted from a boat are to the outside of planking, the thickness of which, it is to be remembered, must be taken off when laying down the body plan for the purpose of making moulds for building a new boat. A note of this should be made on the offset table.

E. T. K., Wilmington, Delaware.

An Error

In the advertisement of the Sound Marine and Machine Corporation, Mamaroneck, N. Y., a typographical error under the illustration of the 20 foot runabout Water Pal described this as a 20 foot cruiser. Naturally, this was a printer's mistake, as any one could plainly see. The Sound Company build several types of boats, and their 28 foot cruiser is designated by the special name of Water King, and the runabout by the term Water Pal. We regret that this little error should have caused such a large number of requests for particulars for a cruiser of 20 feet length.

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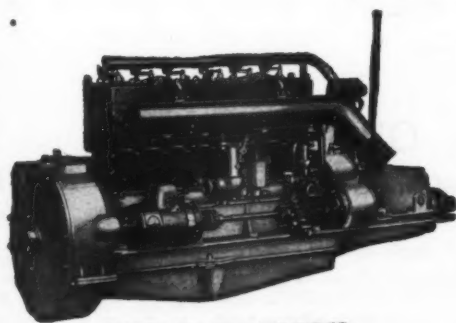
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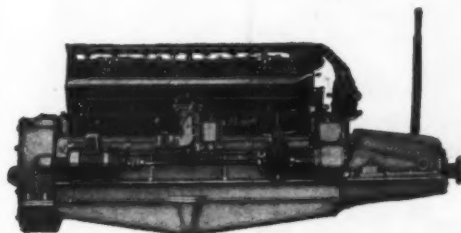
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Complete details of these or any other Packard Marine Engines will gladly be furnished upon request.



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Develops 45 H.P. at 1800 R.P.M. Weighs 625 lbs. Specially designed for runabouts up to 26 feet in length. Also suitable for small cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, \$1,500.00.

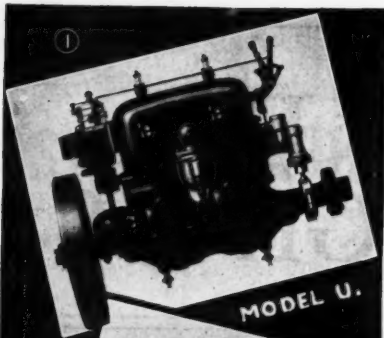


MODEL IM-357—4-CYLINDER

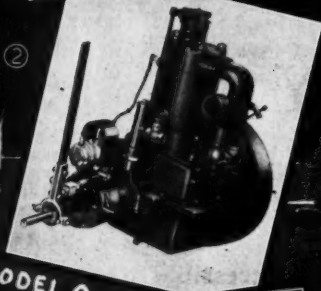
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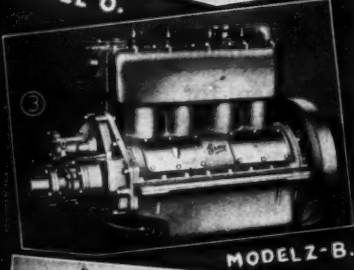
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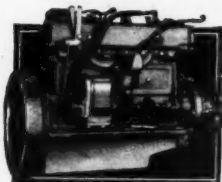
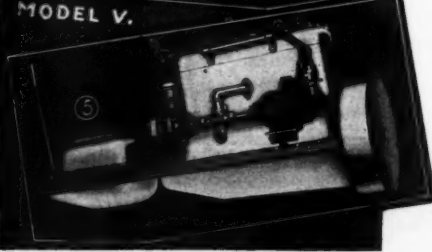
MODEL O.



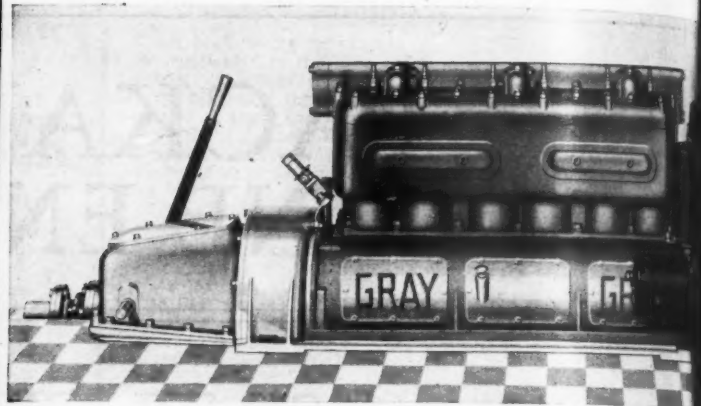
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MODEL V.



Model "ZB," 20-25 H.P. uses the same parts as the famous Gray model "Z," except that the reverse gear is separate and cannot be built-in. Price with generator, battery and propeller, \$270, with Bosch Magneto Impulse coupling \$295.



Two New Gray Sizes

"Supreme Six": 50 H.P. Bore, 3 $\frac{3}{4}$ ". Stroke 4 $\frac{1}{2}$ ". Weight, 635 lbs. 300 to 2,000 lbs. Crankshaft, 2" diameter. With starter and generator and Paragon gear. Price \$895 F.O.B. Detroit.

"Imperial Six": 75 H.P. Bore, 3 $\frac{3}{4}$ ". Stroke, 5". Weight, 785 lbs. Crankshaft is 2" diameter. Connecting rods are 1 $\frac{1}{4}$ " long. With electric starter, generator, and Paragon gear. Price \$1,285 F.O.B. Detroit.

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OVER 60,000 Gray Value-Plus Marine Engines are in operation all over the world giving a service that makes every owner a Gray booster.

Every GRAY Is a Distinct Success
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Model "O," single cylinder, 4 cycle, 5 H.P. \$99 to \$136
Model "Z," 20-25 H.P. \$395 to \$466
Model "ZB," 20-25 H.P. \$270 to \$295
Model "V," 25-35 H.P. \$595 to \$720

Model "H-50," 50 H.P. \$525 to \$575
Model "H-70," 70 H.P. \$675 to \$725
Model "Z-6," 50 H.P. \$466 to \$525
Model "A-6," 75 H.P. \$725 to \$775
Model "U," double cylinder, 2 cycle, 6-8 H.P. \$270 to \$295

Get the Facts on Gray Today



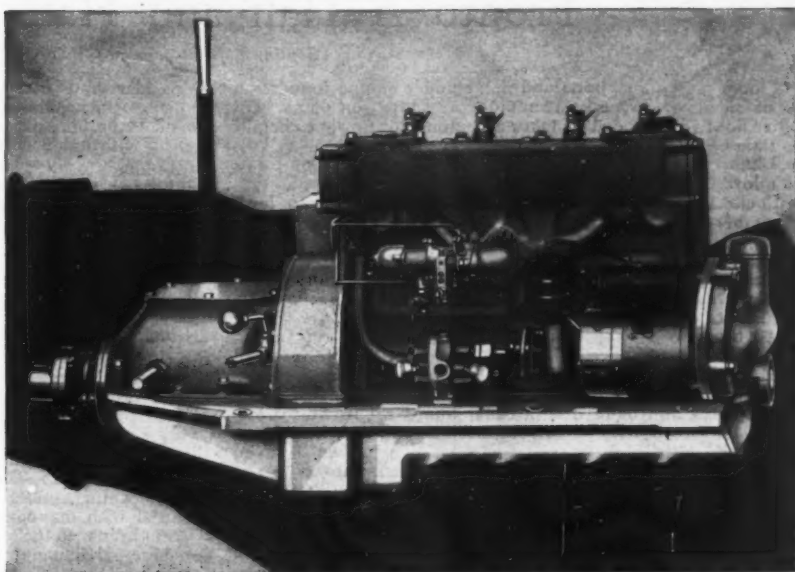
Model

Z

20-25 H.P.

Price

\$395 to \$466



Model "Z" is the shortest, lightest, lowest priced, completely equipped, electric started engine in its power class. 63% of its surface is aluminum; all iron optional, of course, adding 70 pounds. Paragon Gear. Weight, 388 pounds. Length, 38 1/2". Extreme depth below supports, 6 1/4". 20-25 H.P. at 225-2,200 R.P.M. Fifteen new 1926 features; including "Last Drop" oil sum-pump, new carburetor, new water pump, new oiling system and many other refinements. Battery and propeller equipment extra.

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ACCORDING to the prevailing standard of prices, Gray Value-Plus Marine Engines should be priced much higher than their present extraordinary low prices. What makes these prices possible? Gray popularity, of course! Big full time production and constant demand.

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ZB Model 14-25 H.P.

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Pronto A Half and Half Cruiser

(Continued from page 56)

Floors taking keel bolts and those under engine foundation to be sided $3\frac{1}{2}$ inches and moulded as shown on plans. All other floors to be sided 2 inches and moulded to proper height to take cabin floor.

Limbers:—To be cut through floors above heel of frame to allow water to flow to deepest point of bilge.

Pockets between frames to be filled with pitch to level of limbers.

Brass limber chains to be fitted with spring at each end so that they can be worked from any part of bilge.

Planking:—Best quality white cedar, $1\frac{1}{4}$ inch thick when finished, fitted in as long lengths as possible and in narrow strakes as approved by Architect.

All butts to be well shifted and shall be made on an oak block between the frames. Plank ends to be double fastened with at least five fastenings in each end.

Planking to be fastened with galvanized boat nails, heads countersunk and bunged with cedar bungs set in white lead.

Planking to be planed smooth, seams caulked with cotton, payed and filled with white lead putty. To be well scraped and sandpapered so that no plane marks, flat or unfair places show after final finishing.

Clamp, Shelf and Stringers:—All to be yellow pine of sizes given, tapered at ends, and fastened to frames with galvanized screw bolts set up with nut and washer or with rivets headed over clinch rings.

Bilge stringers, 2x4 inches, Main Clamp, 2x6 inches, Upper Clamp, 2x4 inches.

Deck Beams:—White oak, sawn to crown of 12 inches in 12 feet, moulded $2\frac{1}{2}$ inches and sided $1\frac{3}{4}$ inches. Strong beams where shown to be $2\frac{1}{2}$ x $2\frac{1}{2}$ inches.

Partner pieces fitted where required and all hatch openings framed in.

Knees:—Hackmatack hanging knees fitted at mast partner beams and bridge deck beams, 2 inches thick; fitted on beam and alongside of frame.

Lodging knees fitted where shown on deck beam plan.

Deck:—Raised deck to be white pine, fir or other material approved by the Architect; to be 1 inch thick, tongue and groove stock in planks not over 4 inches wide, fastened with galvanized nails.

Raised deck to be covered with No. 10 canvas laid in two pieces with stitched lap seam on center line of boat, laid in marine glue or thick white lead paint, thoroughly stretched and fastened with copper tacks in upper edge of sheerstrake and covered by sheer moulding. Edge of canvas to be turned up on inside of all openings for hatches and skylights.

Deck aft which forms cockpit seats, bridge deck and floor of cockpit to be laid in narrow planks of white pine or Port Orford cedar $1\frac{1}{2}$ inches wide and $1\frac{1}{4}$ inches thick. Seams to be caulked and filled with white lead putty. These decks are to be finished bright with best spar varnish.

Mahogany planksheers to be fitted from aft end of raised deck to stern, to be fitted around heads of frames and made watertight.

Decks forming seats to be laid parallel to planksheer.

Cockpit floor to be laid straight fore and aft.

Cockpit staving to be tongue and groove mahogany, set in rabbeted sill and made watertight.

Two lead pipe scuppers to be fitted in cockpit floor.

Skylights and Hatches:—Main companionway to be mahogany with slide hatch and panelled doors.

Skylight over main cabin to be mahogany with hinged flaps. To be fitted to a square coaming and made so that it can be turned either way. To have brass lifters and screw clamps for holding down to coaming.

Fore hatch to be mahogany, fitted with one 8-inch round deck light.

All necessary hardware and fittings to be of brass as approved by the Architect.

Sheer Mouldings:—Lower sheer moulding to form guard, to be of oak $2\frac{1}{2}$ x2 inches, faced with galvanized iron, half oval section, for its full length.

Upper moulding to be mahogany, half oval section.

Chock rail at edge of deck to be mahogany, $1\frac{1}{4}$ inches thick, 3 inches high at bow and tapered to 2 inches at aft end of raised deck; top neatly rounded. Fastened with drift bolts into edge of sheer strake.

Care must be taken to thoroughly paint the back of all mouldings and under side of chock rail before they are put in place to prevent staining the topsides.

Mahogany cap rail to cover heads of frames from aft end of bridge deck to stern; carried across stern to form taff-rail.

Rudder and Steering Gear:—Rudder blade to be oak, 2 inches thick, thoroughly edge bolted with drift bolts. First plank to be bolted to rudder stock with $\frac{1}{2}$ -inch bronze bolts set up with nut with flush countersunk head in rudder stock.

Rudder stock to be a bronze shaft 2-inch diameter with pintle for heel bearing turned on lower end and keyway in upper end for steering gear.

Rudder port to be a piece of heavy brass pipe threaded through stern timber, with packing gland on inboard end.

Rudder to have one bronze strap to stern post below propeller opening.

Steering gear to be a small size Edson screw gear with 24-inch mahogany, brass mounted steering wheel.

Heel bearing to be of cast bronze.

Engine Foundation:—Bed logs to be of oak 4 inches thick, notched down over heavy floors and very securely bolted to floors and frames. Top of bed logs to be on line with center of shaft. Width of bed logs to be sufficient between inboard faces, to suit marine engine.

Interior Work:—Cabin to be arranged as per plans, finished in white pine, poplar, or other approved soft wood, painted with mahogany trim.

Bulkheads to be $\frac{3}{8}$ -inch tongue and groove stock with V edge. No panel work except the doors. All to be of plain and simple construction.

Mahogany trim to include rabbeted door mouldings, corner mouldings on bulkheads, berth rails in stateroom, fronts of transoms in main cabin, sideboard in main cabin, companionway steps, cabin table and base boards where fitted.

Cabin Floor:—To be of $\frac{3}{8}$ -inch pine, laid with large hatches to give access to all parts of bilges. Hatches to be arranged to clear all bulkheads and permanent cabin fixtures. Small trap hatches where necessary to give access to seacock or other fittings below the cabin floor.

Main Cabin:—To have transom seats on each side with two drawers under each.

Pipe frame to be fitted to take back cushions, hung at top and fitted to swing up to make upper berth. To be of 1-inch galvanized iron pipe.

Shelf fitted at top of back cushion and space behind back cushion to be ceiled to make dry storage for blankets, etc.

Sideboard at forward end as shown with two drawers and cupboard in lower part and a desk slide. Upper part to have two small doors with plain glass panels and fitted with shelves as directed by owner. All mahogany.

Companionway ladder to have a brass hand rail on inboard side securely fastened to ladder. Steps to have rubber treads and brass nosings.

Cabin table to be mahogany, made with two hinged drop leaves; to be made with two brass pipe stanchions fitted through plates in floor and stepped into sockets in top of keel. Removable sea racks to be fitted at each side of center part and on each outside edge of the drop leaves.

Stateroom:—To have seats on either side with lockers or drawers under as shown on plans. Flat top work table to be built across forward end.

Two pipe frame berths to be fitted, one on either side, hinged at top to drop against side of hull when not in use.

Doors to be fitted in forward bulkhead to give access to fore peak.

Book shelves to be fitted on aft bulkhead above pipe berths.

Toilet Room:—Located on port side as shown on plans. To have a raised platform as necessary for installation of toilet fixture.

Locker with shelves for linen to be fitted at side of hull as shown.

Toilet to be a Curtiss Fig. 1412-A with right hand pump and mahogany seat. To be properly installed with sea-cocks on intake and discharge. Discharge pipe to have loop above waterline and outlet below water line.

Folding wash basin, Curtiss Fig. 1392 in mahogany case; connected to fresh water tank and piped to discharge overboard; seacock on discharge outlet.

Wardrobe:—Located on starboard side as shown; fitted with shelves at side of hull and with coat hooks as directed by Owner.

Galley:—Located aft on main cabin on starboard side as shown on plans.

To have platform for stove with lockers under. All wood work around stove to be covered with galvanized sheet

(Continued on page 196)

BOSCH



Specify "BOSCH Marine Equipment"

Bosch has taken the "If" out of marine electrical equipment performance for so many seasons that today boat owners and builders look upon it as the standard of efficiency.

Bosch precision and Bosch dependability have brought victory to many a sleek sided racer. They have stood as sentinels of safety—"bringing-in" craft of every type against the might of the elements.

When a boat is Bosch Equipped it is equipped for action.

When you give your overhauling instructions or when you release your building specifications, be sure to specify "Bosch Marine Equipment." Dependable—Service Everywhere.

AMERICAN BOSCH MAGNETO CORP.

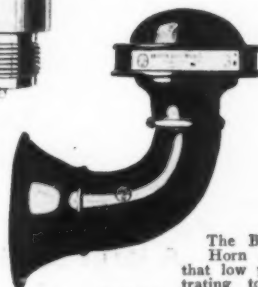
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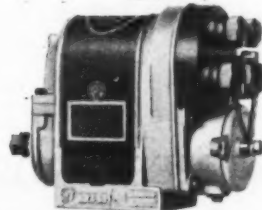
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The Bosch Red Spark Plug is famous for its wrench-slip-proof and carbon resisting Ambosite insulator, its non-burning electrodes and its gas tight design.



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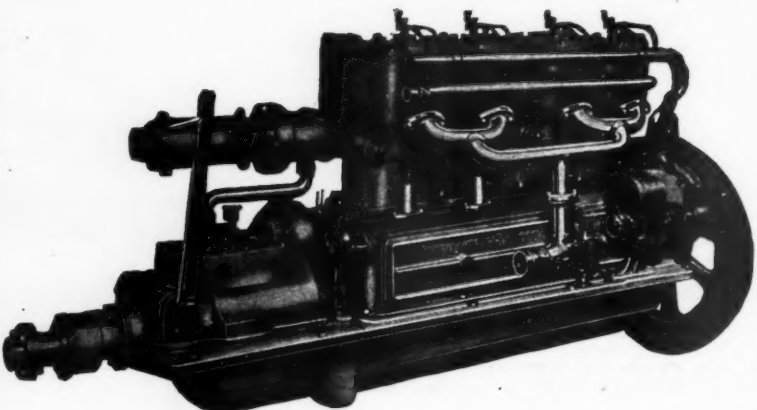
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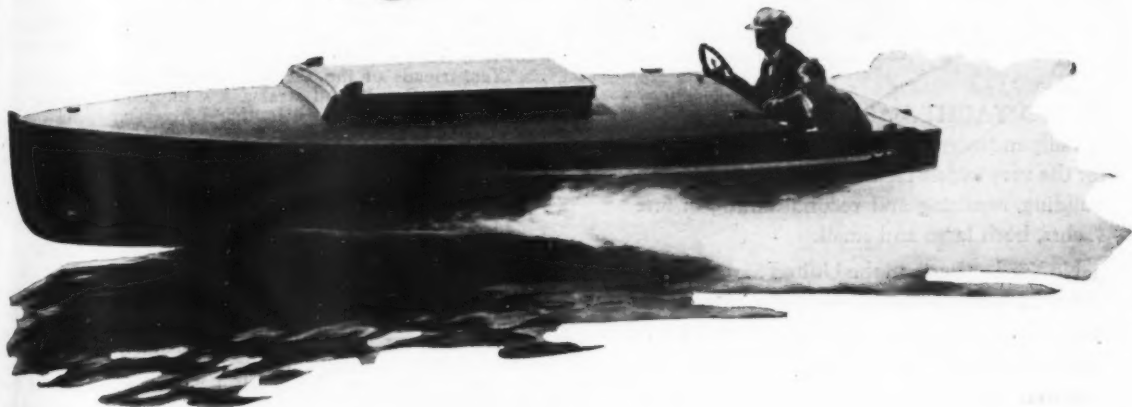
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Advertising Index will be found on page 244

Biscayne Babies



Available from Stock for Immediate Delivery

YOU can now own one of these fast eighteen foot runabouts, combining thrilling speed, moderate cost and real utility for all runabout service. They are constructed by the original designers and builders of the first Biscayne Babies, ten of which raced at the 1925 Miami Beach Regatta and ten others participated in the Manhasset Bay Regatta last summer, attracting widespread attention.

Powered with 100 H.P., six cylinder, Scripps motors, Biscayne Babies give a speed of 40 miles or better. They are staunchly constructed of the finest of materials, mahogany planked and salt water equipped. The newest model has a flush deck. Your Biscayne Baby is ready and can be shipped immediately via rail or boat to any point in the United States. Price \$2,800 complete.

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Designers and Builders of High Grade Motor Craft

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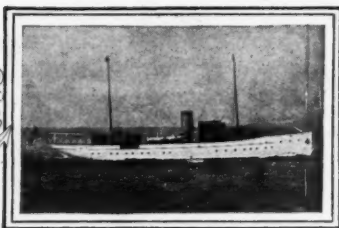
LONG ISLAND

A section of the Biscayne Baby, one design class, race at the Manhasset Bay Regatta, August, 1925. The new model does not have the raised hatch, the deck is flush.



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Todd Built and Todd Conditioned



The Motor Yacht "Alician", built and outfitted completely in 1924 in our Seattle, Washington Yard for Mr. C. W. Wiley, former Commodore of the Seattle Yacht Club. Fine craft of this character and their natural base at Tebo Yacht Basin or other yards of the Todd Shipyard Corp.

TEBO YACHT BASIN is nationally and internationally known for the very widest facilities in the building, repairing and reconditioning of fine yachts, both large and small.

No Yard or Basin in the United States excels Tebo in organization and craftsmanship—in every phase of marine artisanship from cabinet work to Diesel Engine Installation—in contractual relationship and the carrying out of delivery agreements.

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Send for details of our new 12, 15 and 18 Foot Models, designed for the new higher powered outboard motors. Sold with these motors at a special price. All these outboard boats are

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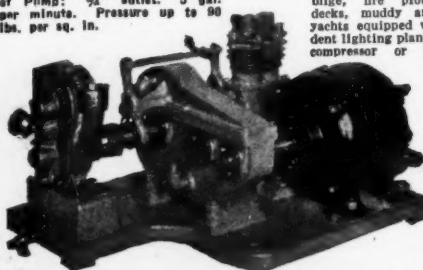
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TOPPAN BOAT & ENGINE CO., MEDFORD, MASS.

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AQUA-PRESSOR

Capacity of Air Compressor 1.5 cu. ft. per minute. Pressure up to 125 lbs. per sq. in. Capacity of Pump: 5/8" outlet. 5 gal. per minute. Pressure up to 90 lbs. per sq. in.



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AIR COMPRESSOR AND HIGH DUTY WATER PUMP

COMPRESSED air for whistle, water and fuel supply, and a high duty self priming water pump for bilge, fire protection, washing decks, muddy anchors, etc., for yachts equipped with an independent lighting plant. Either the air compressor or water may be operated independently. 32 or 110 volt motor developing 3/4 H. P. Also manufacturers of the HI-DUTY water pump for use on fast turning engines. Six sizes and types, 1/2" to 2 1/2".

Write for full details

The Bluffer Bluffeth

(Continued from page 53)

most important conference, a conference upon which rests the future of American business, aye, a conference that holds in its all-powerful grasp the destinies of commerce and industry the world over, from the sunny rice fields of far away Japan, east and west and back to our grand and glorious country."

Right then if someone had dropped the pin it would have sounded like a Big Bertha. One sentimental pickle grower down in front wiped his eyes.

"Yes, friends of the Pickle Growers' Association, I must leave you. But I shall steal a few minutes from that conference, as important as it is, that I may leave with you one or two more thoughts, for I regard this subject of pickles which you gentlemen have been discussing so learnedly this past week, I say, I regard this subject of pickles of great importance, aye, even of greater importance than the subjects to be discussed at the conference to which I am so suddenly summoned."

That statement relieved the tension. The pickle men clapped and applauded and threw napkins into the air. Then E. Parks went on and in a most dexterous way mixed pickles and grindstones, then gradually eliminated the grindstones and went ahead on pickles, showing the importance of pickles to the nation's progress and the great part pickles had played in the up-building of the country and in the winning of the war. He finished with closing number five, which was a corker, sat down, kicked Sniffkins, wiped the perspiration from his brow while the pickle men cheered and yelled.

That escape, from what bore every ear-mark of being a catastrophe, made a great and deep impression upon Sniffkins. And he resolved then and there to learn the subtle art of bluffing, for was not E. Parks a great bluffer, and was not E. Parks successful? He was—both! And so, on the morning our story opens we find Sniffkins at his desk, ready for the day's work—and with his mind made up to throw out his chest a little, and to do a little bluffing himself.

At nine-thirty the great E. Parks entered. He boomed a hearty good morning, entered his private office and slammed the door. Ten minutes later the buzzer sounded, Sniffkins jumped, blinked, and hurried to his Chief's private office.

"Say, little Snifficums, what do you know about boats?"

Now Sniffkins knew just as much about boats as E. Parks did—which was nothing. And he was about to say so, when he recalled his resolution.

"Why—er—er all about 'em!" He declared; and blinked.

"Why isn't that just great!" exclaimed E. Parks. "And isn't it funny, Sniffie, that we've never discovered before that we're both old sailors? Why—er—I've driven many a boat and many's the close call I've had too. Why one day going around Cape—er—er—"

"Horn?" suggested Sniffkins.

"Oh, Lord, no,—Cape—er—well it doesn't make any difference anyway—well, going around this Cape we were making a good forty when there comes a terrible blow—man, oh, man, perhaps you think you've been in some blows but this one was a corker. Well, sir, I was down stairs asleep—and the man on duty called down to me to ask me what to do. I got up, gave one look around and saw what was coming. 'Down with the starboard halliards' I yelled. 'Pull up the gaff rail and set the jiggers tight. Furl the painter and tighten the block. Man the hatch and make fast to the sheets.' Well, sir, those fellows stepped around 'til I tell the cock-eyed world. And none too soon either for in a minute that blow was on us and how it did blow! We rounded that Cape doing a good sixty—and I don't mean may-be either!"

Now like all men E. Parks knew a few words of the sailor's vocabulary and he had used them to the best of his ability. He was fully prepared to make a joke of his story if it did not go over with Sniffkins. He sat back in his chair, gave a long pull at his cigar and looked at his associate. At Sniffkins' answer however, he mentally patted himself.

"Um—um," replied Sniffkins, "that was a close call! If you hadn't done that just in time you might have—er lost your galley from the royal yard!"

Sniffkins surprised himself! His answer sounded fine. He had read that term, royal yard, somewhere at sometime and it helped out wonderfully. And too, he mentally patted himself for it was apparently the proper thing to say as evidenced by Smythington's next remark:

"Why, you do know boats, don't you little Snifficums?"

(Continued on page 198)



Cap'n Allswell says:

"Here are two owners that believed the better the wheel, the better the boat—so they fitted out with Columbians!"

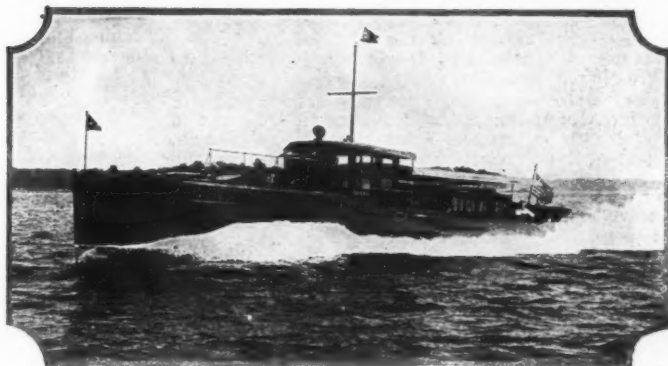


Marshall Field's "CORISANDE"

Equipped with a pair of 24"x 30" 3-blade, Style F (Architect type), Columbian Bronze Propellers.

Otto Kahn's "OHEKA"

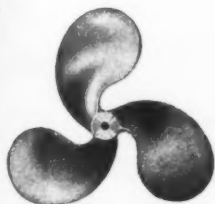
This boat is equipped with a pair of Columbian Bronze Propellers the same as the "Corisande," but the size is 28"x30".



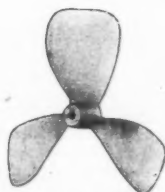
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for propeller information

COLUMBIAN *Bronze* PROPELLERS

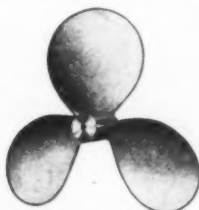
for every boat that floats



WEEDLESS



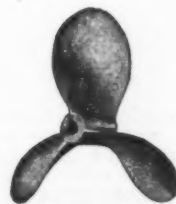
COMMERCIAL



AILSAL CUAIG



ARROW



ARCHITECT

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Pronto A Half and Half Cruiser

(Continued from page 190)

iron with asbestos backing. Stove will be furnished by Owner and set in place by boat builder.

Sink to be placed as shown and fitted with a brass galley pump connected to fresh water tank and with discharge overboard below water line; seacock on discharge.

Dish lockers to be built over dresser as per details or owner's instructions.

Ice box to be built in, clear of hull construction with open air space between inside of planking and back of ice box. To have double walls packed with mineral wool or other approved insulating material; to drain overboard.

Table top fitted over engine with casing around engine made in sections so as to be easily removable. Table top fitted with rail 2 inches high around edge and left open at corners for cleaning.

Small shelves and racks for glasses, etc., as required by owner.

Steerage:—Built in berth on port side, opposite galley, with door in front to give access to storage space under.

Plumbing:—Boat builder to furnish and install all tanks, piping and plumbing fixtures.

All fresh water supply pipes to be of galvanized iron of suitable size. No lead pipe will be allowed except on discharge pipes from fixtures.

Fresh water tanks to be cylindrical galvanized tanks, 18x48 inches; located under cockpit floor and very securely chocked in place. Two tanks to be installed to give a total capacity of about 84 gallons. Filler pipes to be fitted to screw deck plates in cockpit floor. Shut off valve at each tank on supply line.

Bilge pump to be fitted in cockpit floor with suction carried to deepest point of bilge and fitted with strainer.

All outboard connections must be fitted with brass sea-cocks.

Hardware and Fittings:—Port lights in side of hull to be sleeve type with outside ring; to be Wilcox Crittenden make or approval equal like Fig. 5251, 6-inch size, 12 required.

Stem band of galvanized iron with forged eye to take forestay and jib tack, to extend below water line.

Windlass to be a galvanized Gypsy windlass similar to Durkee Fig. 185 B size.

Galvanized hawse pipes to be fitted in bow, both sides.

Roller chocks of galvanized iron similar to Durkee Fig. 430, No. 3 size, to be fitted on either side of head of stem.

Chain plates of galvanized iron, 3/16 x 1 1/2 inches, 18 inches long fitted on inside of planking with extra backing frame to take bolts.

Sheet travellers, goosenecks and all spar fittings to be galvanized iron.

Boarding ladder to be of mahogany with brass fittings to hook over rail cap, lower step to be at least 12 inches above water line. Two manrope stanchions similar to Durkee Fig. 240 to be fitted at head of boarding ladder. Also cleats for fenders.

Chocks for small boat to be fitted to deck with necessary lashing rings.

Anchor chocks to be fitted as directed with suitable lashing eyes.

Screens for sailing lights to be fitted to fore rigging.

Flag poles for bow and stern with flush sockets in deck.

Two awning poles as directed.

Name in 3-inch brass letters on stern, finished in gold leaf.

Registration numbers on bow in 3-inch brass figures finished in gold leaf.

All necessary deck cleats for halyards, sheets, docking lines, etc. and lashing eyes for awning and deck equipment as required.

Spars and Rigging:—All spars to be of clear spruce or fir, solid, as per lengths and sizes given on sail plan.

Spars to be fitted with galvanized iron goosenecks, spreaders, eyebolts for halyard blocks, shoulder cleats for rigging, bands at ends, lacing eyes for foot of sails and all other necessary fittings.

Spars to include mainmast, foremast, main boom, fore boom and gaff, boat boom which shall be fitted to gooseneck on foremast to serve as derrick boom for hoisting small boat on deck, awning poles and boom for foot of jib.

Standing rigging to be 3/4-inch diameter galvanized steel wire rope. All splices to be properly made and neatly served.

Turnbuckles to be galvanized iron, pipe pattern, shackle both ends, 5/8-inch size.

Running rigging to be best quality yacht manila rope of suitable sizes.

Blocks to have ash shells and patent bushed galvanized sheaves; 4-inch size with fittings as per list to be given by Architect.

Mast hoops for fore and main masts, to be 1 inch larger inside diameter than masts.

Mastheads to be fitted with flat lignumvitae trucks for signal halyards.

Masts to be properly wedged at deck and fitted with mast collars.

Sails:—Sails will be furnished by Owner but shall be bent by boat builder. Sails to include mainsail, foresail, jib, three sail covers and sail stops.

Awning will be furnished by Owner but shall be fitted to boat by boat builder.

Machinery:—Engine will be a suitable marine motor and will be furnished by the Owner. Owner will also furnish shaft, propeller, stern bearing and inboard stuffing box and fittings for cockpit controls.

Boat builder shall install motor in complete running order and shall furnish all necessary piping and pipe fittings for exhaust line, water intake and supply pipes from gasoline tanks. Installation of cockpit controls to be done by boat builder as per details.

Gasoline tanks will be supplied by Boat Builder and are to be rectangular tanks about 12 x 18 x 72 inches of No. 12 U. S. gauge best quality open hearth steel galvanized by hot dip process. Tanks are to be located on either side of cockpit and to be made to fit between cockpit floor beams and under side of main deck beams. Filler pipes to be made gasoline tight to screw filler plates in deck; suitable air vent pipes to be carried out through side below guard; supply pipes to motor to have shut off valves at each tank. Supply pipes to be copper with soldered fittings.

Safety drip pan to be placed under carburetor.

Compression grease cup to be fitted on inboard stuffing box.

Wiring:—Boat Builder to wire boat for electric lights in cabins and shall install lighting fixtures which will be furnished by Owner.

Lighting circuits to be connected to storage battery furnished by Owner.

Anchors:—Boat Builder to furnish one 50 lbs. and one 75 lbs. galvanized kedge anchor with folding stock; thirty fathoms (30 fms) of 3/4-inch galvanized BBB tested chain and thirty fathoms of 3-inch circumference manila cable. Also two docking lines 75 feet long of 2-inch circumference manila.

Ballast:—Owner will furnish all necessary inside ballast for trimming but boat builder shall stow same where directed.

Equipment:—Owner will furnish all movable cabin equipment such as cushions, mattresses, berth springs, carpets, curtains, blankets, linen, dishes, galley outfit, running lights, life preservers, fenders, fire extinguishers, bell, fog horn, compass and binnacle, deck cushions, flags, etc. Boat builder shall install equipment as directed by Owner.

Finishing:—Hull to be properly planed, scraped and sand-papered, primed and given three coats of yacht white above the painted water line, final coat to be a gloss paint approved by Owner.

Below water line to have three coats of anti-fouling marine green of make approved by Architect. Height of painted water line to be as shown on sail plan.

Deck canvas to have three coats of lead paint, final coat to be Smith's yacht deck buff.

After deck forming cockpit seats and cockpit floor to have at least three coats of Smith's spar varnish, or approved equal.

All mahogany deck fittings such as skylights, hatches, rail, mouldings, etc., and all spars to have at least three coats of best approved spar varnish.

Interior joiner work to be painted at least three coats of color approved by Owner and all mahogany trim given three coats of best spar varnish.

On delivery, all paint and varnish work shall be properly finished, clean and in absolutely first class condition in every respect.

All chips, shavings and dirt of any kind shall be cleaned out of bilges before delivery to owner.

Insurance:—Owner will carry the usual form of Builder's Risk insurance made out to Owner and Builder as interest may appear. Insurance to cover launching and trial trips to full value of vessel.

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This spring some 16,000 boat men who have gone through previous seasons with leaky decks, coamings, cabins, hulls, will have the good sense to correct these troubles with Ferdinand's products.

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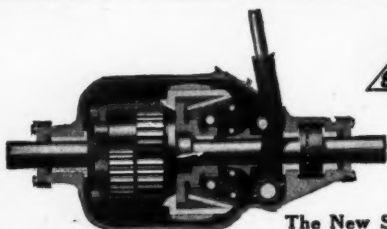
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The Bluffer Bluffeth

(Continued from page 194)

Yes, sir-ee, we might have lost the galley if it hadn't been for my quick thinking—well, the reason why I brought this subject up is this: you know of Spuzzles—president of the Lloyd National Bank, don't you?—well I met him at the Club one night last week and he told me that he was interested in a boat company that was going to do a lot of advertising—and asked me if I knew anything about boats. I told him I did! He said that he wanted to give the advertising to someone who really knew boats—some real honest-to-goodness yachtsman who could write some real first hand copy—he said that he didn't know a thing about boats himself—had, as a matter of fact paid very little attention to the boat company—but it seems they've a new manager or something and Spuzzles thinks they ought to do a lot of advertising which they ought—it's going to be a big account—well, I told him I knew all about boats, had a boat—and then I invited him to go on a cruise with me some day—I didn't have any idea at all that the old cuss would accept but by George! accept he did. It seems that his wife and family are away for the summer—and the tight wad hasn't much to do—well, I didn't have any boat—so what do you suppose I did?"

Sniffkins shook his head.

"Well, I just went right out and bought one! Yes, sir-ee, that's me—went right out and bought one! Now we'll take Spuzzles out for a cruise, show him what we know about boats and get his signature right on the dotted line—that's us—eh, Snifficums?"

Smythington beamed at his associate. He felt greatly pleased with himself and more pleased, if possible, over the fact that in Sniffkins he had discovered a yachtsman. For E. Parks had wondered a bit just how he was going to get away with it when Spuzzles accepted the cruise invitation. Of course, he knew that he could get a paid-hand. But he knew also that his ignorance of boats could not remain long concealed with a paid-hand, whereas with Sniffkins it was entirely different. Sniffkins was simple! E. Parks felt that he could bluff Sniffkins easily; and make a great impression upon Spuzzles.

Sniffkins, on the other hand, got cold feet! He wished then and there that he had not started to bluff. He congratulated himself that he had gotten away with it so far—but could he keep it up? It was unfortunate of course, that his first attempt at bluff should be called so quickly; but, he asked himself, how was he to have known that E. Parks was an old sailor? Never before had Smythington ever so much as mentioned boats. Sniffkins wished that he could retract what he had said. But of course that couldn't be done now. He was in for it! But the worst was yet to come—as he quickly discovered.

"Yes, sir-ee," E. Parks rattled on most enthusiastically. "went right out and bought a boat! You can't bluff your Uncle Dudley, can you Snippicums? And here's a picture of her!"

And Smythington showed his associate a picture of a boat. "Haven't seen her yet myself—she's down at Casey's Yard at Canarsie—but I can judge a boat from a picture all right all right—and I'm here to say she's a dandy—what d'you think of her?"

"Some boat!" Sniffkins thought that a safe non-committal sort of answer.

"I'll say she is! The broker said that I could sell her for more than I paid for her when I was through—only paid two thousand for her—but if we get the account we should worry—eh, Sniffie?—now I'll tell you what I have in mind! This is Thursday. I want you to take the rest of the week off, go down to Canarsie, get this little yacht and run her up to Manhasset Bay. I'll meet you there at the Club dock about noon-time Saturday—then we'll take Spuzzles for a week-end cruise and—" here Smythington winked and waved his big hands.

Sniffkins was dumfounded! He choked and swallowed hard. He blinked. What was he to say? E. Parks was looking right at him.

"Does—er—er she—use—er gasoline?" He actually gulped out the question. He didn't know what else to say.

"She does! And she's got the finest little Neverstopt Engine in her, too!" replied E. Parks. "Forty horse power—and say, here's a funny thing—I guess I must have misunderstood the broker—he said that the forty horse engine gave her a speed of ten miles—must have made a mistake—why a forty-horse engine ought to make that boat do a good forty-five on a nice stretch of—er—on a smooth piece of water—why my automobile has only a thirty-horse engine

(Continued on page 204)



Products of Hackercraft

THE Baby Dolphin and the Dolphin reflect in their performance the superiority of design and workmanship that have characterized every product of Hackercraft. They are, in fact, the ultimate outcome of engineering experience ripened by long years of successful boat design and construction.

At the Tampa Regatta

The Tampa Bay-bies

Ten Tampa Bay-bies, Hacker-built in strict accordance with Duff-Greening specifications, furnished the major thrills at the Tampa regatta, premier event of the South. Equipped with the famous Junior Gold Cup Scripps motors, these 21-foot runabouts averaged better than 37 miles per hour, and finished every race, including three ladies' races.

Duplicates are now available, singly or in club lots. Prices in application.

World's Record Broken

Spitfire, product of Hackercraft, broke a world's record in this same Tampa regatta in hanging up a record of 40.6 miles per hour. A 151 cubic inch hydroplane, this craft was designed and built as a product of the same skill that has developed many able craft.

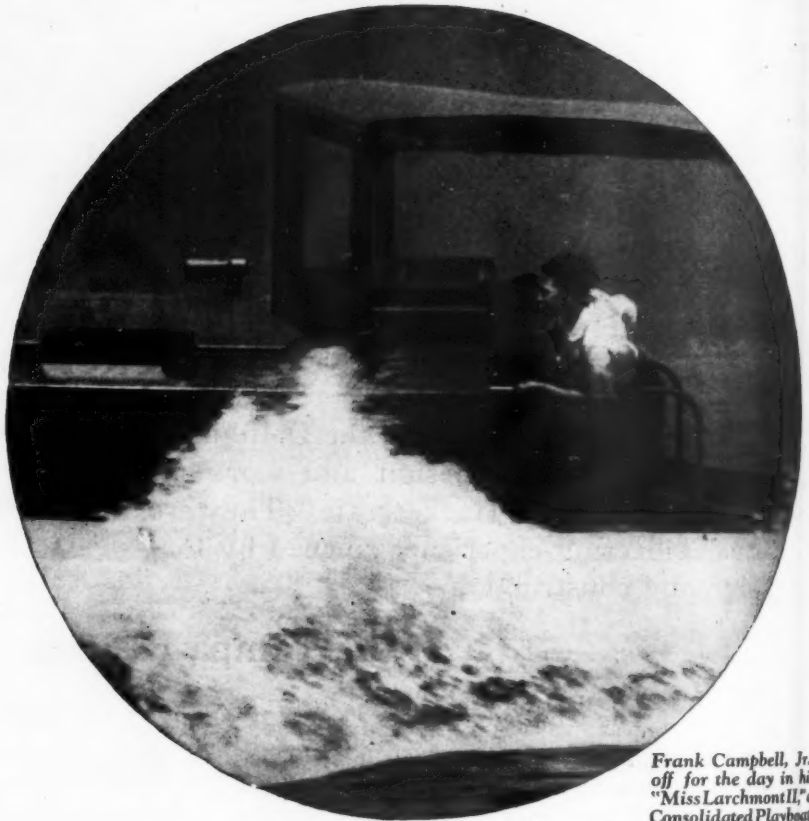
The victory of Spitfire, we point out, stands as just another proof of boat building ability.

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The Baby Dolphin—22 feet over all, 25 to 37 miles per hour; \$2475 to \$3095.

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waters along the Atlantic Coast and also in the Great Lakes. They are exceptionally seaworthy, dry, easy to maneuver and fast, being powered with 180 H. P. Speedway Engine, which is absolutely dependable.

The Playboat has an invitingly comfortable cockpit aft and a smaller forward cockpit; cabin accommodations for two which can be adapted for four; and workmanship and appointments of such high quality that the Playboat owner enjoys comparison with other boats in any harbor.

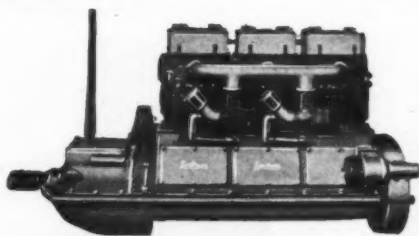
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While every detail of construction embodies the skill of expert workmen, the Playboat is a stock model, built with all the economy made possible by quantity production.

At present we can make immediate delivery on Playboats, but urge prospective purchasers to place their reservations as far ahead as possible in order to insure delivery at the desired time.

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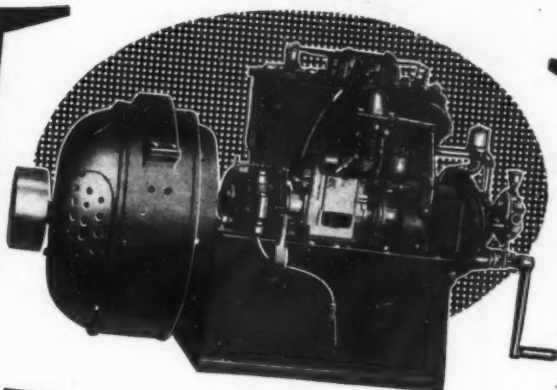


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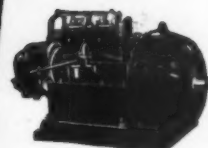
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Can be used with or without batteries; in 32, 110 or 220 volts. 18 9/16" wide, 41 1/2" long, 25 1/2" high; weight 495 lbs.



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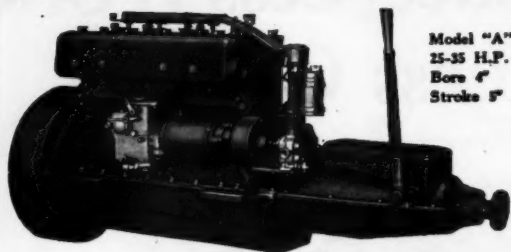
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More weight saved by specially designed rigid base; for use with or without batteries; in 32, 110 or 220 volts. 19" wide, 62" long, 28 1/2" high; weight only 875 lbs.



The New Universal 12 1/2 K. W.
With or without batteries; 32, 110 or 220 volts; 32" wide, 70" long, 35" high; weight 1500 pounds.

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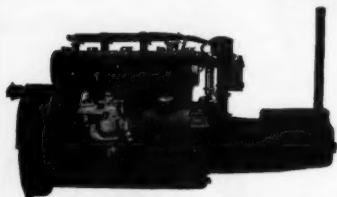
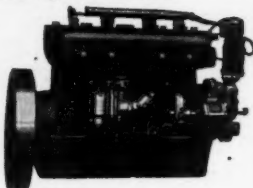


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Builders of "Boats that will last" for the past 32 years. Established 1893.

The Bluffer Bluffeth

(Continued from page 198)

and that car'll do fifty easily—what do you think?"

Sniffkins looked up at the ceiling. He didn't know what to think! He didn't know what to say! It did seem as if something was wrong somewhere.

"Um—forty horse—you say?" he asked finally. "Um—well, er—how many cylinders has it?"

"Don't know—Think it is a four—well, anyway, she'll probably need some tuning up—you run down there Sniffie and get her in good shape won't you? I don't want to take Spuzzles out on any ten mile an hour funeral march—probably I misunderstood the broker—well, I'll leave it to you, Sniff, you rough little sea louse!" And E. Parks turned to some correspondence on his desk.

Sniffkins didn't walk out of the office. He staggered! He threw himself into his chair and gasped and blinked! What had he gotten himself into? Here he, who knew absolutely nothing about boats, was commissioned to go down to Canarsie wherever that was, get a boat and run it to Manhasset Bay wherever that was! And moreover, he was supposed to start right away!

He looked out of the window to Fifth Avenue; but he didn't see the streets and people, he saw himself tossing about in a boat with great green waves coming up over the bow! How he wished that he had never made that statement that he knew all about boats. He might have known that it would get him into trouble and now it had.

He looked at the clock. It was a quarter to twelve. And he was supposed to start right away for that boat! He who had never been on a small boat, whose sole knowledge of boats was confined to one trip on the Hudson River Night Line. He wondered what was best for him to do. Go to E. Parks and confess that he, little Sniffkins, had been bluffing? If he were to do that he knew that Smythington would make all manner of fun of him; that he, Sniffkins, would never hear the last of it. He could quit the job, of course; just simply walk out! But he hated to do that; not that he had any particular love for either E. Parks or the job, but it seemed a poor way of quitting!

If he could only get E. Parks to go to Canarsie with him—that was an idea! He would try that! He jumped from his desk and entered the Chief's office.

"Hello you brave little pirate bold," was E. Parks' greeting. "I thought you were on your way to Canarsie!"

"No, haven't started yet! Say, Chief, why not knock off work and go down with me! We'd have a bully sail up together!"

E. Parks waved his big hand. "Nothing would suit me better, Sniffie, my boy, but I've got to see Jones tonight—you know, Jones of the Seedless Garment Company—so nothing doing—you'd better be getting along!"

And that was all the satisfaction that Sniffkins got. Certainly his problem was a deep one. He—how about a driver's license? Didn't a man to drive a boat have to have a driver's license or something? Sniffkins retraced his steps to the Chief's office.

"Say, Chief,—I just happen to think of it—but doesn't a man have to have a driver's license—I haven't any this year—its hard luck but I just happened to think of it!"

"By George, that's right!" exclaimed E. Parks. "What do you know about that?"

Sniffkins felt greatly encouraged. He felt that his problems was solved. How lucky that he had thought of that license business!

"I'll telephone the broker and find out where you get 'em—" and E. Parks reached for his telephone. After a few minutes he turned to Sniffkins. "He says we don't have to have any—gee, that's lucky, isn't it?"

And E. Parks looked at Sniffkins who agreed that it was lucky; but his voice was weak. His last hope was gone! Once more he staggered to his desk. His problem now seemed bigger than ever. What on earth was he going to— and then he happened to think of Blaw, of old Henry G. Blaw. Blaw had been at one time a copy man for the General Agency—and Blaw was a boatman. Sniffkins remembered how Blaw talked about his boat. Blaw had quit the General Agency because of some row with E. Parks. Sniffkins cheered up. He would see Blaw and tell him his whole trouble and surely Blaw would have some suggestions!

So at twelve o'clock Sniffkins sat down to lunch with Blaw; and he told Blaw the whole story. He omitted no detail. Blaw was short and round and good natured. He listened to Sniffkins and asked a few questions.

"And what was it that old bluffer said when he was rounding that Cape? 'Down with the starboard halliards,'

(Continued on page 206)



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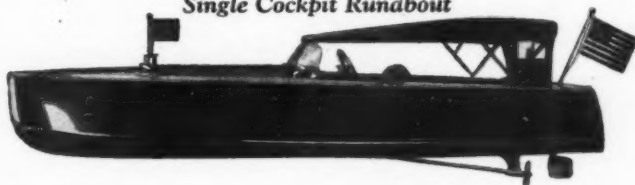
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Watercar

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Speed approximately
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Watercar

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Watercar

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Model 826

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The Bluffer Bluffeth

(Continued from page 204)

and, "pull up the gaff rail," and "furl the painter!"—and Blaw laughed until the tears ran down his cheeks. "Oh me, oh my! that's rich—" he spluttered between gasps—"oh that's great! And 'man the hatch'—oh man, or man! I'll burst!" and again Blaw went off into peals of laughter. "'Man the hatch,' oh, Sniffie, if you only knew how funny that is! And what was it you told him? That he'd lose the galley from the royal yard"—oh, boy, can you beat that!"

It seemed to Sniffkins as if Blaw would never recover; especially as Sniffkins could see no reason for such hilarious laughter. Finally Blaw wiped his eyes and settled down.

"Honestly, Sniffkins, that's the funniest thing I've ever heard. That great big bluff! Why, Sniffkins, he doesn't know any more about boats than you do! Two of you bluffing each other and neither one wise—oh, boy, but that's the best I've ever heard!"

"Well," said Sniffkins, "what are we going to do about it?"

"Do about it?" And Blaw leaned far over the table, "Say, Sniffie, are you crazy about your job up there? Wouldn't you like to show up old E. Parks for the great big bluff that he is?"

"You bet I would!" and Sniffkins blinked three times.

"Well, how about the job? Would you be willing to lose that if you could show up E. Parks? I'll get you a job with our agency—"

"Sure—I don't like the job much anyway—E. Parks is too much of a four-flusher."

"Good enough! Now Sniffie you just leave this to me. Don't you worry about it! We'll just show up this old sinner for just what he is—and here's the way we'll do it! I'll meet you down at Canarsie tomorrow morning at eight o'clock and we'll run this old hooker up to Manhasset Bay, see? Then on Saturday morning you have it all ready for E. Parks and Spuzzles, see? You take them out—now wait a minute until I'm through—you take them out and head for Execution Light—I'll show you just which way to go tomorrow. Then I'll come along in my boat, see, and act real surprised to see you in a boat. I'll invite you to come over and cruise along with me—and that'll leave Smythington all alone with Spuzzles—get the idea? He won't know what to do or which way to turn because he'll be depending upon you, see the point? Then on threat of leaving him you'll make him confess that he'd been bluffing about this boat stuff—see?—and right in front of Spuzzles—and he'll do it, too, because he'll get panic stricken at the thought of being left alone in the boat—see? Of course, after he's confessed that he doesn't know anything about boats then you'll stay with him and run the boat back to Manhasset Bay—see? And oh boy, I hope we have a nice bit of bad weather—it'll help things along!"

"Um—that's a good idea—" replied Sniffkins slowly, "but how can I run the boat to take them out when I don't know—"

"Oh don't fuss about that! We'll go over the whole thing tomorrow on the run to Manhasset Bay—and work out every detail—it's a cinch—I'll meet you at Canarsie—"

"Yes, but the Chief thinks that I've gone to Canarsie now and—"

"Gee Sniffkins you make me tired—you've as much imagination as a clam! Tell him you're going to run the boat up tonight—tell him that you prefer moonlight cruising! Bluff him, Sniffkins, just as he is bluffing you! Throw out your chest and be a man! Talk right up to him—here wait a minute—"

And Blaw wrote a dozen or more words on a slip of paper.

"Here are some real honest-to-goodness sea faring terms," he said, as he handed the paper to Sniffkins, "now just throw those at him any way you want. Take it from me Sniffkins, that old bluff doesn't know a weather helm from the timber hitch—he won't know what you're talking about but he'll make you think he does! Man oh man, this is going to be rich! I haven't been so happy since Hector was a pup—" and Blaw gave Sniffkins a hearty slap on the back and sent him on his way to the office.

Now while Blaw and Sniffkins had been developing their plan to show up E. Parks, the great man himself had been adding to his sum total of knowledge. On his way to lunch he had observed, quite by chance, in the window of an art shop on Fifth Avenue, a most attractive ship model.

He stepped in to inquire the price and, fortunately or unfortunately, as one views the situation, the salesman who waited on him happened to be an enthusiastic motor boatman. The model was brought from the window that E. Parks might examine it better. The salesman pointed out

the fact that it was a perfect reproduction of an old bark. And as he used the term "main royal yard" E. Parks pricked up his ears for that was the term that Sniffkins had used. And what was it that Sniffkins had said? Oh, yes, E. Parks remembered—that the galley might have been lost from the royal yard!

"Um—um—yes," said E. Parks, "a very fine model indeed—and perfect, yes indeed—and er—er—where is the galley?"

"Well, sir, on these models it would indeed be difficult to show every detail—but on these old barks the galley was usually located about here—" and the salesman pointed with his pencil to a place on deck.

"Um—um," was E. Parks' reply, and then—"and tell me, now, just what is a galley?"

The salesman explained.

"I see—um—yes, indeed—then you couldn't very well lose a galley from the royal yard in a hard blow, could you?"

The salesman was polite. He thought it was a joke. So he laughed heartily. And E. Parks laughed too. And then announced that he would be in later in the day when he had more time. And he went his way.

He did not, however, go directly to his club. Instead he walked three blocks out of the way for he had something to think about. What did Sniffkins mean when he said that the galley might have been lost from the royal yard? Could it be possible that Sniffkins, little insignificant Percival Darby Sniffkins had been bluffing? E. Parks couldn't believe it and yet—he threw back his big shoulders and smiled a broad satisfied smile. And as he entered the club he did a most undignified thing. He gave the doorman a good natured punch in the ribs. "It takes a good trap to catch an old rat, doesn't it Jenks?" But of course Jenks didn't understand.

It was shortly after three when E. Parks returned to the office, and Sniffkins was hard at work. E. Parks paused at Sniffkins' desk.

"Haven't you gone yet, Sniffie, my boy? Why I thought you would be out on the rolling deep by this time!"

"Oh, I had some work here I wanted to finish up—and say, Chief—Sniffkins wanted to make sure of one point before he started anything—"are you sure that Spuzzles doesn't know anything about boats?"

"Sure—said he'd never been on one!"

Sniffkins felt relieved.

"And when are you going to start for Canarsie, little one?" E. Parks looked down at his associate.

"Oh after a bit—" replied Sniffkins, "you know I'd rather run that old er—er hooker up t-night anyway—"

"What!" exclaimed E. Parks, "run her up tonight?"

"Sure—and why not? Night cruising's fine—and it looks right now as if we'll have a—er—er dirty sou'wester—and I'll tell the world it's fine running along at night in a—er—dirty sou'wester!"—and Sniffkins carelessly brushed some dust from his desk and nonchalantly lighted a cigarette.

"Say, Sniffkins, have you ever run a boat at night?"

Sniffkins looked up at his boss and blinked.

"Have I?" he exclaimed. "Have I? Say, I'll tell the rusty old world that I have! Why, one time in—er—Philadelphia I met a friend of mine who was down there with his boat. And he had a big one, too, over a hundred feet easy! And he wanted someone to run her to New York because he'd got a business call down South somewhere. He asked me if I'd do it! 'Sure' I said, 'why not?' And did I? I'm here to say I did! I took that old hooker out of Philadelphia about five o'clock that afternoon. And was it a smoky sou'easter? I'll say it was! The wind was blowing a good ninety miles an hour when I got out of the harbor. And I alone on that old er—er hooker. Well, sir, it didn't worry me because I'd prepared for it. I'd tightened up the er—er travellers with belaying pins and had the er—er stern sheets down with eight marlin spikes. But even at that the wind was so strong that the reef cringles broke away and came tumbling down the—er—er scuppers and darn near broke the er—er lee helm. But I made a record trip at that! I got into New York shortly after midnight. Have I run at night? I'm here to say I have!"

And little insignificant Sniffkins tossed his cigarette to the floor, flicked a bit of ash from his sleeve, looked up at his boss and blinked twice.

"Um—um," said E. Parks, very slowly, and his eyes narrowed a bit. "You're real good, you are—" and he turned into his private office and closed the door.

For fifteen minutes he stood and looked out of the win-

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CRUISING SPEED COUNTS

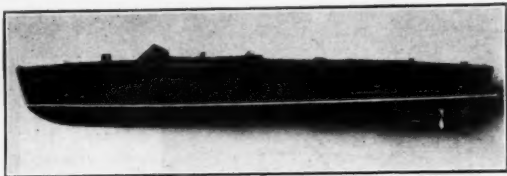
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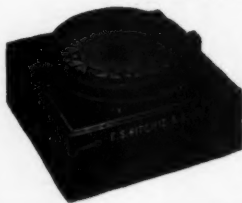
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"Old Town Canoes"

The Bluffer Bluffeth

(Continued from page 206)

dow down to the street. And then he smiled; and to one who knew E. Parks that smile meant much—it meant that his campaign had been thought out in every detail.

Saturday morning rolled around and found little Sniffkins on board the Mary B, riding to a borrowed mooring some two hundred feet off the club dock. At one o'clock he saw E. Parks walk down the dock with his guest. Sniffkins rowed in to get them.

Smythington looked over the Mary B carefully.

"Well, Snifficums, what do you think of her?"

"Good little ship, Chief—had a nice cruise up Thursday night—some improvements you can make—she's a bit tender—" and Sniffkins yawned and stretched. "You ought to move the taffrail log a bit further aft and ease off her bilges. She rolls in a good seaway. Handles well enough though—" and with all the nonchalance in the world Sniffkins threw one leg over the over and flipped his cigarette overboard.

"What's the weather going to be, I wonder?"

"Don't know, Chief!" Sniffkins looked off to the western sky. "Something making up though! Shouldn't be surprised if we'd roll up a good thunder storm by afternoon—that won't make any difference though—where'll we cruise Chief?"

"Any place you say, Sniffiel!" and E. Parks stepped down the companionway. From the cabin Sniffkins heard loud laughter; but he attached no importance to it. He was thinking of the big job on hand—of how he was going to show up the Boss for a great big bluff and in front of a prospective client, too! And these thoughts made him glow with joy.

About two o'clock Sniffkins started up the motor, weighed anchor and headed out toward Long Island Sound. He had suggested that they go to Northport Harbor and E. Parks had agreed. E. Parks and his guest sat in the cockpit seat.

The western sky had darkened in the meantime. Anvil like thunder heads appeared on the horizon. The air was suspiciously still. As they rounded Plum Point the wind came up. In gusty puffs at first, it quickly strengthened and began to blow hard and kicked up a nasty sea. Mary B rolled and pitched and tossed. Sniffkins felt a bit uneasy; but he glanced back at E. Parks and the guest who were apparently enjoying it all and he felt relieved. He kept looking about for a small boat to put in appearance. Finally he sighted it. His heart beat a bit faster. A few minutes more and he would have the great E. Parks down on his knees. Just then the Mary B gave a particularly vicious roll and little Sniffkins kept his balance and his dignity only with the greatest difficulty. The little boat that he had sighted was now drawing nearer and apparently was going to cross the Mary B's bow.

"What's the matter with that fellow, anyway?" called out Sniffkins. "He's looking at us through his glasses!"

E. Parks and his guest joined Sniffkins at the wheel.

"Now he's waving!" exclaimed Sniffkins. "Must know some of us—why look, Chief—it's Blaw—you remember Blaw don't you?"

E. Parks said that he did. Little Sniffkins was so interested that he did not observe that E. Parks answer was accompanied with an elbow dig at his guest's ribs.

The little boat then came alongside the Mary B; or, rather, as near as it could come in such a nasty sea.

"Ahoy there Mary B—" yelled its skipper, "isn't that you, Sniffkins?"

Sniffkins let go the wheel and stepped to the starboard rail. He failed to notice that E. Parks' guest took over the wheel and handled it with strange familiarity for one who knew nothing about boats.

"Hello, Blaw!" yelled Sniffkins, "how are you?"

"Fine and dandy," was the reply. "Didn't know that you owned a boat!"

"I don't! This is the Chief's—he's an old sailor—" and Sniffkins looked around at his boss. E. Parks genially waved his hand.

"Where you bound for?" yelled Blaw.

"Northport Harbor—where you?"

"Same place—come aboard with me—I'm alone—we'll meet the Chief at Northport!"

The wind had increased in force and was now kicking up a most uncomfortable sea and both boats rolled and pitched.

"I'll join Blaw if you don't mind Chief—and meet you at Northport"—and Sniffkins stepped aft and reached for the painter of the dinghy. He paused with one knee resting on the seat cushion. "You can run the boat to Northport all

(Continued on page 210)

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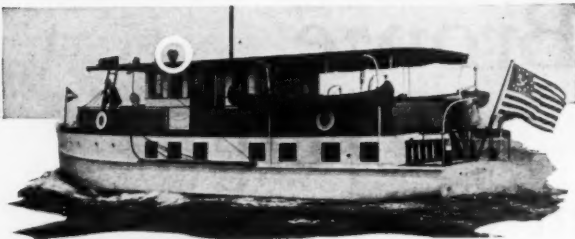
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"Old Town Canoes"

The Bluffer Bluffeth

(Continued from page 208)

right can't you Chief?" Sniffkins felt that his supreme moment had come. Now he was going to show up E. Parks; something he had wanted to do for ever so long.

E. Parks did not make any reply.

"Come on and make it snappy!" yelled Blaw. "There's a bad storm coming—row over in that dink and then they can pick it up with a boat-hook!"

Sniffkins looked at his boss. E. Parks did not say anything.

"How about it Chief? You can take the boat to Northport can't you? an old sailor like you?" Sniffkins had his hand on the painter. Secretly he felt mighty thankful that he didn't have to trust himself to such a little boat as the dinghy and in such a bad sea. He turned and looked at E. Parks. "How about it Chief?"

E. Parks gazed at Sniffkins for fully a minute. Then:

"You just bet that I can, Sniffittie!" He spoke slowly. "Run it to Northport or anywhere else!"

The rope dropped from Sniffkins hand.

"Wh—wha—what!" Sniffkins stuttered out the word. And blinked a dozen times.

"I said," repeated E. Parks, more slowly perhaps than before, "I said that I could run it to Northport or anywhere else!" E. Parks almost purred. "You go right ahead and join Blaw!"

"Why, Chief, I—er—can—er—you see—"

"Sniffkins, what on earth makes you think I can't handle this boat? Didn't I tell you that I was an old salt? Go right ahead and join Blaw—you haven't seen him for a long time perhaps and I'm sure you'll enjoy the visit!"

Sniffkins stood stock still; that is, as still as one could stand in a boat behaving the way Mary B was just then. Blaw misunderstood the situation and thought that Sniffkins was showing up E. Parks—all as per the pre-arranged plan.

"Make the old fool confess that he's nothing but a big bluff!" yelled Blaw.

Sniffkins did not reply. He was staring at his Chief.

"Come little one," and never were words spoken more sweetly. "Come little one and hop right into the nice little boat and row over to Blaw—" and E. Parks loosened the painter and pulled up the dinghy. It banged against the Mary B with a deadly thud. "Come on little sailor, just hop right in!"

"But, chief—we," again he wet his lips. "Chief—you see—I er—"

"Aren't you a regular little sailor, Sniffittie? Didn't you run a great big boat up from Philadelphia all alone and in a smoky sou-easter when the wind was blowing better than ninety? And prepare for the blow by fastening down the travellers with belaying pins and the stern sheets with marlin spikes—didn't you? This isn't any blow in comparison with that one—so go right on and join Blaw little one!" and E. Parks pulled up the dinghy.

"But—Chief—er—I—wasn't—you see—"

"Now, Sniffkins, tell the truth! Tried to bluff your Uncle Dudley didn't you? You and Blaw, eh?"

Sniffkins nodded.

"Thought that I was bluffing didn't you? and you were going to call my bluff, weren't you?"

Again Sniffkins nodded.

"Thought you and Blaw would show me up before Spuzzles didn't you? But instead you tried a little bluffing yourself—didn't you?"

Sniffkins nodded once more. Slowly E. Parks tied the painter.

"Now just call over to Blaw and tell him you're a bluff! Just tell him you're all wet! And tell him to chase himself!"

Sniffkins did as he was told.

"And now little Sniffkins let me tell you something. That is not Mr. Spuzzles over there at the wheel but an old experienced sailor like myself, ahem, whom I happened to meet just by chance in an art shop on Fifth Avenue. For sundry and personal reasons I postponed the cruise with Mr. Spuzzles and asked Mr. Edwards to come along with us. Mr. Sniffkins shake hands with Mr. Edwards."

Sniffkins extended a wet, cold and clammy hand.

"Now, Mr. Edwards, let's proceed along on our cruise to Northport—and Sniffkins, look here—your technique as a bluffer is terribly poor—never try it Sniffkins. Bluffing well done is an art, Sniffittie, but crudely done leads to—well, never bluff anyway, Sniffkins. You know this whole incident—" and here E. Parks cleared his throat, "reminds me of a cruise I once made around Cape Horn in an old bark—ever sail on an old bark, Sniffittie?"

And Percival Darby Sniffkins sadly shook his head.

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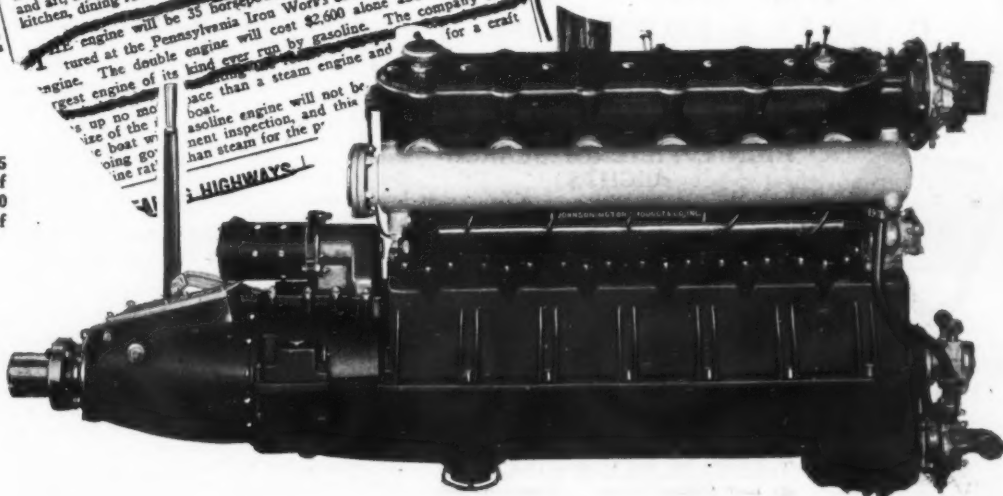
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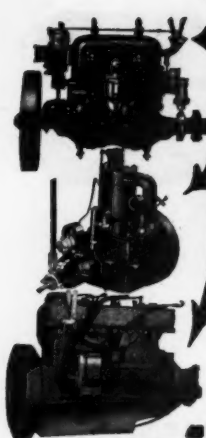
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Smiling Dan Cleans Up

(Continued from page 33)

Spitfire IV, owned by J. H. Rand of Buffalo, N. Y. This boat was designed by John L. Hacker and was exhibited at the recent Motor Boat Show in New York City. On many of the occasions during the races Spitfire IV showed that she had a speed nearly equal to that of Smiling Dan and considerable in excess of the other craft, but unfortunately this boat met with engine trouble during several of the heats and finished in fifth place.

Baby Mine, owned by Al Christie of Hollywood, Calif., finished sixth and Syn VII, owned by Selby, Conover & Steinmetz finished in seventh place. Lady Baltimore, owned by A. R. Gross of Baltimore, Md., was eighth. Little Star, owned by Waugh Bros., of Peoria, Ill., finished ninth. Miss Brooklyn, owned by James Clayton of Brooklyn was tenth. So Long, owned by W. J. Harkness, Harvey, Ill., was eleventh. Greased Lightnin', owned by W. McP. Bigelow of Palm Beach was twelfth. Japalac, owned by Baker & Oswald of Springfield, Ill., was thirteenth. Margaret III owned by Smith & Conking of Palm Beach was fourteenth, and Miss Wilmington, owned by T. R. Whitehead of Wilmington, N. C., fifteenth. Miss Quincy VIII, owned by Chris Ripp, and Miss Washington, owned by G. Beard of Washington, D. C., together with a boat owned by S. L. Floyd of Sarasota and one owned by John Crawford of Sarasota, were also present at the regatta but failed to finish in any of the heats.

The first of the three days' regatta was held during a strong northerly wind which made the surface of Lake Worth more suitable for racing slow cruisers than fast hydroplanes. However, the owners of the little boats showed their sporting spirit and came out for the start. Ten of the twenty-odd entries were able to get across the starting line when the signal to go was given. Little Star took the lead immediately at the start followed closely by Syn VII and Miss Pluto. Miss Quincy VIII had the lead at the end of the first round only a nose ahead of Little Star. Syn VII and Miss Pluto were close up. Miss Quincy VIII came in the winner at the end of the second round which marked the end of the first five mile heat. Little Star followed a few seconds astern with Syn VII and Miss Pluto not far astern.

When the second heat for the 151 inch class was called, the water was even rougher than during the first heat. However, some of the boats which were unable to start in the first heat made their appearance for the second. Among these was Smiling Dan III which had arrived from the coast only fifteen minutes before the race was called and was not able to be launched and got under way in time. However, for the second heat she was ready and waiting and within a few seconds after the starting gun was fired there was no uncertainty in the mind of anyone as to her speed. Before the start she made a few circles over the course and demonstrated to everyone that, although she missed the first heat entirely, yet she was to be in the running before the finish was reached.

At the start of the second heat Little Star and Miss Pluto set a fast pace. Smiling Dan, unaccustomed to eastern methods of starting, was far astern and nearly off the course. However, she came up at a terrific pace and went after the field in a most business like manner. As the boats approached the first buoy, Little Star, which was leading, dove into the wash of a cruiser and it was necessary for the Coast Guard to go to her assistance to save her from sinking. This episode practically ended Little Star's career at the regatta. Miss Quincy VIII also was caught in the wash of a cruiser and forced to withdraw. Miss Pluto now set the pace with Myda and Miss Brooklyn forcing her hard. Smiling Dan was now fast approaching the field and in less time than it takes to tell it, was passing them one by one. Before the end of the lap Smiling Dan was in the lead and was not headed again by any of the boats during the rest of the three days racing.

At the end of the second heat the scoring showed that Miss Quincy VIII, Smiling Dan and Miss Pluto were tied for first honors with 200 points each. Myda had 70 points. Little Star and Miss Brooklyn, 50 each.

The third heat for the 151 inch class was held on Sunday, February 21. The conditions for this heat were much better than on the previous day. Hardly a ripple dotted Lake Worth and the water was exactly to the liking of the puddle-jumpers. It was the first breath of warm sunshine which the northerners had experienced and most of the twenty boats of the class were running around the Committee boat waiting for the signal to go. Two heats were scheduled for the second day and as the boats lined up for the start of the third heat, Smiling Dan III, winner of the second heat, was

(Continued on page 216)

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Summary of Results

Regatta of the Palm Beach Yacht Club Lake Worth, February 20, 21, 22, 1926

151 Inch Class Hydroplanes, 5 miles, 2 laps.

Point Score	Boat	Owner	Heat	Time	Speed m.p.h.
800	Smiling Dan III	R. Loynes, Long Beach, Cal.	2	9:20	32.14
			3	8:53.2	33.75
			4	8:35.4	34.92
			5	8:14	36.43
366	Miss Pluto	H. W. Willetts, Mt. Dora, Fla.	1	9:38.4	31.0
			2	9:28.4	31.6
			3	9:04.6	33.0
			4	9:07	33.0
			5	11:02.6	27.3
200	Miss Quincy VIII	C. E. Padgett, Quincy, Ill.	1	9:25.6	31.8
			2	D.N.F.	...
			3	D.N.F.	...
195	Myda	O. Stoye, Rockville Center, L.I.	1	10:49	27.7
			2	10:02	30.0
			3	9:41.4	31.0
			4	9:37.4	31.0
			5	9:45	30.8
114	Spitfire IV	J. H. Rand, Buffalo, N. Y.	1	D.N.F.	...
			3	11:35	25.9
			4	8:42	34.6
			5	11:29.2	27.3
100	Baby Mine	Al Christie, Hollywood, Cal.	3	D.N.F.	...
			5	9:05	33.0
71	Syn VII	Selby, Conover & Steinmetz, Pekin, Ill.	1	D.N.F.	...
			3	10:01.6	30.0
			4	10:16	29.5
			5	10:00	30.0
55	Lady Baltimore	A. R. Cross, Baltimore, Md.	2	14:11.2	21.0
			3	12:25	24.2
			4	10:28	28.6
			5	17:07	17.2
50	Little Star	Waugh Bros, Peoria, Ill.	1	9:39.2	31.0
			2	D.N.F.	...
50	Miss Brooklyn	Jas. Clayton, Brooklyn, N. Y.	1	10:46	27.9
			2	10:17	29.5
			3	D.N.F.	...
32	So Long	M. J. Harkless, Harvey, Ill.	4	10:15	29.5
			5	14:24	21.4
25	Greased Lightnin'	W. P. Bigelow, Easton, Md.	3	9:55	30.3
			4	D.N.S.	...
20	Japalac	Baker & Oswald, Springfield, Ill.	4	D.N.S.	...
			5	10:06	29.8
20	Margaret III	Smith & Conkling, Palm Beach, Fla.	2	12:14.6	25.4
			4	D.N.S.	...
16	Miss Wilmington	T. R. Whitehead, Wilmington, N. C.	1	13:06	22.9
16	Miss Quincy VII	C. Ripp, Meadowmere Park, L.I.	1	D.N.F.	...
			5	D.N.F.	...

151 Inch Class Hydroplanes, 2½ miles, Lady Drivers.

Boat	Driver	Time	m.p.h.
Spitfire IV	Mary Jane	4:33	33.1
Baby Mine	Claire Heidelberg	4:38	32.4
Miss Pluto	Mrs. H. W. Willetts	4:41	31.9
Miss Brooklyn	Mrs. G. McFadden	4:57	30.3
Syn VII	Jane Campbell	5:17	29.5
Japalac	Lois East	5:25	27.7
So Long	Mrs. G. T. White	D.N.S.	D.N.S.

151 Inch Class Hydroplanes, Mile Trials.

Boat	Owner	Average Time	Speed m.p.h.
Smiling Dan III	Richard Loynes, one trial	1:28.7	40.59
Baby Mine	Al Christie, four trials	1:40.8	35.72
Spitfire	J. H. Rand, six trials	1:37.6	36.82

Biscayne Babies, 5 miles, 2 laps.

Point Score	Boat	Owner	Heat	Time	Speed m.p.h.
400	Biscayne Baby	R. H. Gamble, Miami, Fla.	1	8:06	36.4
			2	8:05	37.1
200	Biscayne Baby	W. F. Morgan, Jr., Miami, Fla.	1	8:31	34.9
			2	8:30.6	34.9
50	Biscayne Baby	Tatum Brothers, Miami, Fla.	1	8:40	34.6
			2	D.N.F.	...
25	Biscayne Baby	O. G. Sovereign, Bay City, Mich.	2	D.N.F.	...
50	Biscayne Baby	H. P. Prigg, Miami, Fla.	1	D.N.S.	...
			2	10:05.2	29.8

4-22 Dodge Water Car Invitation, 5 miles, 2 laps.

Point Score	Boat	Owner	Time	m.p.h.
200	Spitfire	J. H. Rand, Buffalo, N. Y.	16:00	18.8
100	Anchtopus	Continental Engr'g. & Const'n. Co.	18:05.6	17.2
50	Zipper, Jr.	Dodge Water Car Sales Co.	20:13.8	14.9
	Kay Tee	T. S. Turner	D.N.F.	...

8-26 Dodge Special, 10 miles, 4 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	No. 18	Dodge Sales Company	18:38	32.2
100	No. 20	Dodge Sales Company	18:52.6	31.9
	No. 9	Dodge Sales Company	D.N.F.	...
50	No. 10	Dodge Sales Company	20:26	29.3

8-22 Dodge Water Car, 10 miles, 4 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
10	Damfino	Dodge Sales Company	23:32	25.5
9	Red Hot	Walter Hill	23:32.2	25.5
8	Spitfire III	J. H. Rand, Jr.	D.N.F.	...

Cruisers over 300 h.p., 10 miles, 4 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	Alice	Stockton Bryan, West Palm Beach	26:49	22.4
100	Kay	L. Mann Simmons, West Palm Beach	28:41.4	20.9

Cruisers not over 36 feet and 300 h.p., 10 miles, 4 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	Harpooner	L. B. Thomas, Palm Beach	26:32	22.6
100	Alice	S. Bryan, Palm Beach	27:37	21.3
50	Kay	L. Mann Simmons, Palm Beach	28:06	21.4
25	Wampus	John Magee, Palm Beach	32:22	18.6
20	Constance B	F. L. Bader, Palm Beach	37:17	16.1
16	Betty May	Richard Delafield, Palm Beach	42:59.6	14.0

Elco Cruisette Invitation, 5 miles, 2 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	Grey Gull	R. L. Ray	29:43.6	10.0
100	Cracker Boy	C. D. Reese	30:34	9.9
50	Aurora	J. N. Bruckner	32:43	9.2
25	Helen Jane	J. R. Lewis	37:42	7.9

Matthews 38 Invitation, 5 miles, 2 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	P. B. R. E.	Palm Beach Company	31:53	9.4
100	Sally	E. W. Roddy	33:02.4	9.1
50	All Mine	C. M. Hayes	33:06	9.1
25	Matthews	S. G. Matthews	33:24	9.1
20	Added Entry	I. F. Beberger	35:43	8.7
	Rosemary	R. C. Baker	D.N.F.	...
14	Bobby		34:57.6	8.6

Sea Sled Time Trial, 10 miles, 4 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	No Foolin'	Mrs. M. Hunn	19:00	31.6

Baby Buzz Outboard, 2½ and 5 miles, 1 and 2 laps.

Point Score	Boat	Owner	Heat	Time	Speed m.p.h.
500	Wow	A. R. Knauer, South Bend, Ind.	1	10:00.8	15.0
			2	19:03.6	15.7
			3	19:20	15.3
420	Bang	A. R. Knauer, South Bend, Ind.	1	10:00.4	15.0
			2	19:35.6	15.3
			3	19:49	15.1
170	Whizz	A. R. Knauer, South Bend, Ind.	1	10:59.4	13.6
			2	20:10	13.4
			3	19:25	13.4
141	Baby Buzz	A. R. Knauer, South Bend, Ind.	1	11:37	12.0
			2	19:10	15.4
			3	19:29.6	15.4
86	Skat	A. R. Knauer, South Bend, Ind.	1	11:04	11.5
			2	20:10	15.0
			3	19:28	15.4
76	Zip	A. R. Knauer, South Bend, Ind.	1	10:59.8	12.6
			2	19:44.4	15.2
			3	20:37	14.5

Free for All Outboard, 3 miles, Unofficial.

Boat	Engine	Owner	Time
Canoe	4 h.p. Elto	Peterson	15:09
Canoe	2½ h.p. Johnson	Rogan	16:06
Canoe	2½ h.p. Johnson	Barfield	18:09
Canoe	4 h.p. Elto	Lindsay	18:06
Rowboat	2½ h.p. Johnson	Dan Conkling	19:28
Rowboat	2½ h.p. Johnson	Heinrick	19:20
Rowboat	2½ h.p. Johnson	Sherrick Hiscock	19:57

Baby Car Invitation, 10 miles, 4 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	Baby Cub	Howard Lyon	13:36.6	44.1
100	Bebe	S. A. Lynch	13:38.6	44.0
50	Miss Lauderdale	L. C. Morang, Jr.	14:10	42.3

Free for All Runabouts, 15 miles, 6 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	Miss Okeechobee	Mrs. J. W. Conners	18:47	47.9
100	Miss Palm Beach	J. W. Conners	18:49	47.8
50	Baby Cub	Howard Lyons	20:36	43.4
Fastest laps, Miss Okeechobee third, 49.39 m.p.h. Miss Palm Beach sixth, 49.38 m.p.h.				

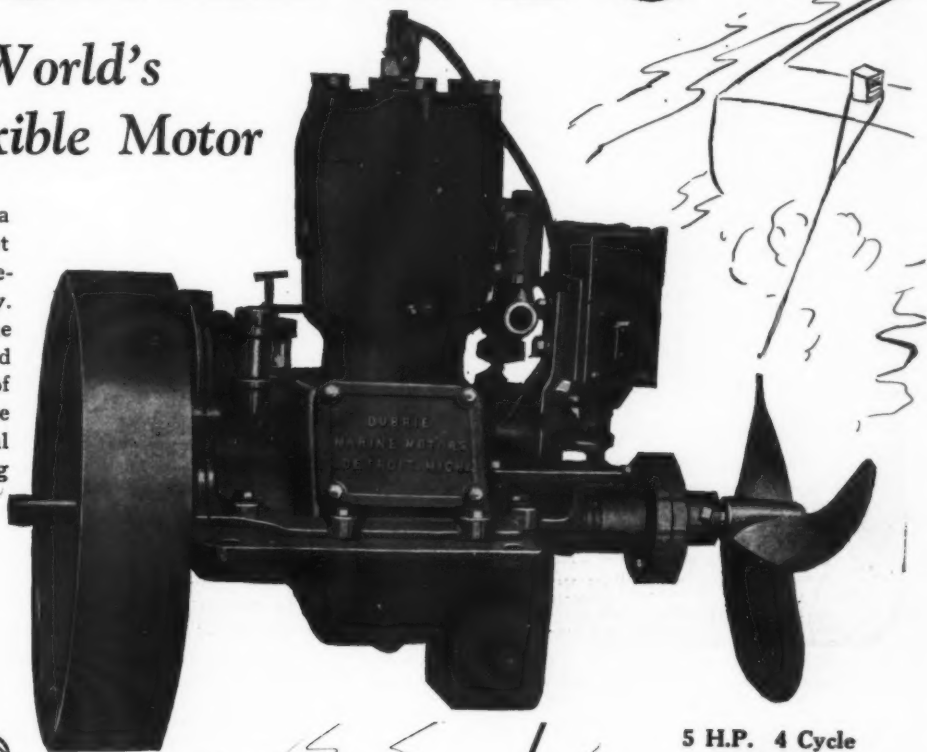
Braceley Trophy, 25 miles, 10 laps.

Point Score	Boat	Owner	Time	Speed m.p.h.
200	Miss Palm Beach	W. J. Conners	32:54	45.5
100	Baby Cub	Howard Lyon	36:20	41.2
50	Miss Lauderdale	L. C. Morang	36:59	40.7
	Miss Okeechobee	W. J. Conners	D.N.F.	...
	Little Old Man	R. Wanamaker II	D.N.F.	...

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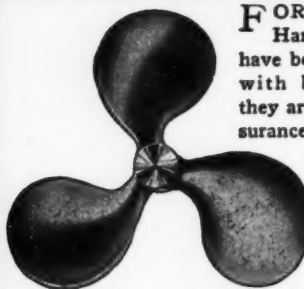
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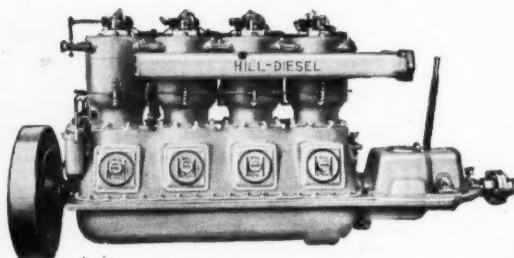
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Smiling Dan Cleans Up

(Continued from page 212)

again ready for the battle. Miss Quincy VIII, Miss Pluto and Greased Lightnin' fought hard to take the lead away from Smiling Dan but their success was short-lived.

Finishing the third heat, the survivors were becoming fewer and fewer. Smiling Dan, of course, was far in the lead, followed by Miss Pluto, Myda, Spitfire, Baby Mine, Syn VII, Lady Baltimore and Greased Lightnin'.

The fourth heat was merely a repetition of the third. It was all Smiling Dan, although Spitfire at times showed that had she been properly prepared for the races she might have questioned Smiling Dan's right to the championship title. Spitfire led to the first buoy and coming down the first stretch was well in the lead with Smiling Dan and Miss Pluto having a little race of their own. However, at the second turn Smiling Dan passed Spitfire and thereafter took things easily and finished well in the lead. Miss Pluto dropped to third place.

The fifth and final heat was held on Monday. Although Smiling Dan had already cinched the championship yet there was plenty of chance for other honors. In this heat Spitfire got away to a fine start and led the field for a considerable distance. However, it was not long before Smiling Dan was again in the lead followed by Spitfire, Baby Mine with Miss Pluto fourth. Spitfire, although hesitating somewhat in this heat, finally found her stride and set out on the last lap to catch Smiling Dan, an almost impossible task, although there was not much difference in the actual running speed of both boats. Smiling Dan made it four straight with her sister boat from the coast, Baby Mine finishing in second place and Myda in third.

Entered in the race for the Bradley Gold Cup were Miss Palm Beach, owned by W. J. Conners of Buffalo, Baby Cub owned by Howard W. Lyon of New York and Miami Beach, Miss Lauderdale owned by L. C. Morang of Miami, Miss Okeechobee owned by W. J. Conners of Buffalo and Little Old Man owned by Rodman Wanamaker, II, of Palm Beach. All of these boats, with the exception of Miss Okeechobee are the Baby Gar type of runabout. Miss Okeechobee is a new craft owned by W. J. Conners and built by Gar Wood. She is a 26 footer, powered with a Super Gar Wood engine, built especially to win the Bradley Trophy.

Although there were no craft in the Palm Beach races which forced Miss Okeechobee to show her real speed, yet in all probability she is the fastest displacement craft in commission today. In the contest for the Bradley Trophy, Miss Palm Beach took the lead at the start closely followed by Little Old Man. For the first four miles the race was a close one but soon after this point Mr. Wanamaker's boat was forced to withdraw. Baby Cub, Miss Lauderdale and Miss Okeechobee then took up the task of catching Miss Palm Beach but at the ten mile point Miss Okeechobee was forced to withdraw due to trouble with her water pump. Baby Cub, which had been running in second place, continued to trail Miss Palm Beach and finished not far astern. Miss Lauderdale finished a close third.

When the contest for the free for all runabouts was called, it was expected that world records would be threatened. Miss Okeechobee's pump trouble had been repaired and Miss Palm Beach had been put in better running condition than ever before. Baby Cub was also at the starting line but Little Old Man and Miss Lauderdale were missing.

Mrs. W. J. Conners was at the wheel of Miss Okeechobee and Mr. Conners was driving Miss Palm Beach. Howard W. Lyon was at the wheel of Baby Cub. The free for all race was fifteen miles in length, or six times around the two and one-half mile course. The boats stayed close together the entire distance, Mrs. Conners in Miss Okeechobee leading her husband in Miss Palm Beach at the finish line by two seconds. The fastest lap made by Miss Okeechobee was at the rate of 49.39 miles per hour. The winners average for the entire race was 47.92 miles per hour.

The Biscayne Babies raced in two heats of five miles each. Commander R. H. Gamble in his Biscayne Baby finished first in both heats, W. F. Morang finished second, H. Paul Prigg of Tatum Bros. finished third, O. G. Sovereign fourth and another Baby owned by Mr. Prigg finished fifth.

In the class for Dodge water cars, Spitfire owned by J. H. Rand of Palm Beach was the winner and in the class for Dodge special runabouts, boat No. 18 entered by the Dodge Sales Company, was winner. In the class for small Dodge water cars, another entry of the Dodge Sales Company was the winner.

In addition to the classes for the speed boats and hydroplanes there were also events for cruisers and express cruisers, as well as classes for Elco Cruisettes and stock Mat-

(Continued on page 230)

An Adequate Fuel Supply Under All Conditions



Standard Equipment: Delco Light Power Plants; Wills Ste. Clair Six; Dusenber Straight-Eight; McFarlan Six; American LaFrance Fire Engines; Mack International Highway and Parlor Car Buses; Hall-Scott Engines; Sterling Engines; Laurel Motors; Chevrolet Bros.; and 95% of the boat and marine Engine builders.

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Boat Covers Off

(Continued from page 122)

off the paint on the outside of the hull every year. An engine, unless it has developed chronic troubles which require attention will perform better if it is left more to its own devices, and not tampered with by mechanics who are not always as skillful as necessary.

Naturally, the valves and carbon on the pistons and cylinder heads can be attended to. An engine in a season's use will pile up enough carbon to justify taking off the heads of the engine, and cleaning out this accumulation. This is a routine job, and instructions as to how it should be done are superfluous. One point to remember is that when the head is replaced, a new gasket should be inserted, and the holding down bolts tightened uniformly by proceeding entirely around the set. Do not pull down hard on one bolt, and then do the same thing on the opposite end of the head. This faulty practice frequently results in damage, due to unequal strains on the bolts. After standing idle over a winter period, valves in engines are probably somewhat rusty, and in need of attention. The best way to put them in tune, is to remove them entirely, taking care that they are marked so that they can be replaced in the same seat from which they come. Valves that are badly pitted and scored had best be refaced in a valve surfacing machine, which is today a common tool in all service stations. Those which are only slightly corroded or rusted, can be reground by applying some coarse or fine valve grinding compound to the face, and then turning the valve back and forth in its seat to the necessary amount. Valves should not be rotated continuously in the same direction when being ground, but turned back and forth, and frequently lifted from the seat to avoid cutting with the compound. Valves which are in bad shape, and require heavy grinding should have a light spring put under the head during the grinding operation, so that when the pressure is released, the spring will automatically raise them from the seat. Another point about the boat's mechanical equipment which is apt to be slighted, is the interior of the fuel tanks. There is a certain amount of condensation which takes place on the interior of all enclosed spaces, which are subject to changing conditions of temperature and air conditions. An appreciable amount of water will accumulate in this way in the course of a season, and will stay in the bottom of the tanks forming a muddy solution, which contains all of the dirt and foreign particles, which might have gotten into the tank in any number of ways. Ordinarily this is not apparent until the boat gets out into a rough sea, when this sediment promptly gets into the gasoline line, and either stops it entirely or interferes with the flow of fuel to such an extent, as to cause anxious moments as to when the engine will finally stop. All sediment of this kind should be carefully cleaned out of the tanks and the fuel lines blown out, so that all traces of foreign matter are out of them. In this way you are reasonably certain that there will be no stoppage due to this cause.

Electrical equipment should be overhauled, with particular attention to the storage battery. Presumably the battery has been removed from the boat during the winter lay up, and has been kept charged at intervals throughout the winter. It should be inspected, and distilled water added so that it is properly full, after which it should be given an extra good charge before it is replaced in the boat. If the battery has been in use for several seasons, it would probably be advisable to have it opened and inspected by a competent battery man, to make sure that all of the plates are in good condition for a season's service.

Coming now to the actual repainting necessary, the first task is to determine whether the old paint on the boat is in good or bad condition. After many successive paintings, a heavy body of paint is built up on the boat's hull to such a thickness, where it is desirable to clean it all down to the bare wood and start over again. It is difficult to state just when this should take place, but every three or four years would probably be reasonable. When the paint gets so thick as to require burning it will generally be found to be breaking out in spots, leaving breaks in the paint surface. The torch then is the only remedy, and a careful operator can clean off the ordinary boat with the help of a good torch in quick time. Boat yards which do much of this work use an acetylene burner of such a type, that a broad jet of flame takes off large areas of paint. After all of the paint has been taken down, the sandpaper crew must do its work, and smooth down the surface of the hull to its original freshness. Then the successive coats of new paint are applied, until the surface is as desired. The prepared paints manufactured by specialists in marine paints are generally preferred to the types which are mixed from the raw materials. It is seldom possible to produce as good a paint by mixing

it yourself, as the factory prepared paints, since they are able to grind them and mix them in just the correct proportions which experience has shown to be necessary in order to produce best results.

In starting the paint work, a little thought will prevent much useless duplication. For example, the cabin tops and decks should be washed down as early in a morning as practical, so that the new paints can be applied the same day before the surfaces have a chance to soil up again between weekends. Also if these are cleaned and painted before the outside of the hull is touched, there will be no chance of dirt from the upper works running down over the nice new white paint, and streaking it badly. In fact, if at all possible, provision should be made to lead off through scuppers any possible rain fall, rather than allow it to run down over the outside of the boat. Much of the streaking and soiling of white paint which occurs, is due to the drip of small amounts of moisture, which carry along the surface dust, and leave them on the white sides of the boat. If this moisture can be taken care of in any other way, it will be found that the boat will remain much cleaner.

Bright work calls for special treatment. All varnished surfaces which have been properly taken care of in previous seasons, will offer no problem in refinishing them. Varnish is not quite the same as paint, in that it wears down uniformly, and protects the wood under it, until it is entirely gone. The weather then has a chance to get into the wood, and will naturally soil and discolor it as long as the varnish surface is allowed to remain broken. Ordinarily, a good application of fine sandpaper will restore the surfaces to the point necessary for new varnish coats. Two or possibly three coats of varnish will generally be sufficient to make as nice a job as can be desired. If, however, the varnish has been allowed to deteriorate to such an extent that the wood is stained, it will be necessary to clean down the entire surface, and start all over again. In such a case, varnish removers will help to soften the old surfaces or steel scrapers with a keen edge can be used to scrape down the wood, and take a very fine shaving from the surface. Stains, particularly in oak, must be bleached out, and for this a solution of oxalic acid in alcohol, will be found excellent. This work must also be so arranged that surfaces which have been cleaned and prepared for new varnish get that coat before the day is done, so that they will not have an opportunity to stain again, before the varnish protects them. The secret of good results in varnishing is careful rubbing down between coats, and a sufficient number of coats to build up a good surface. In addition to the initial varnishing in the spring, it must be remembered that an extra coat once or twice during the summer, will do much to keep the wood in good condition, and obviate the necessity for scraping down again the following year.

Many other points about the boat require refinishing in either paint or varnish, and naturally these must all be taken care of before the boat can be considered ready for the water. Cabin interiors, since they are not exposed to the weather may not need as much attention as might seem necessary at a first glance. White paint on the interior will look surprisingly different after a liberal application of soap and water, and since the object of paint is to protect the wood as much as to present a near appearance, it is not always desirable to repaint in order to cover up the dirt, when it can be accomplished by a good washing down.

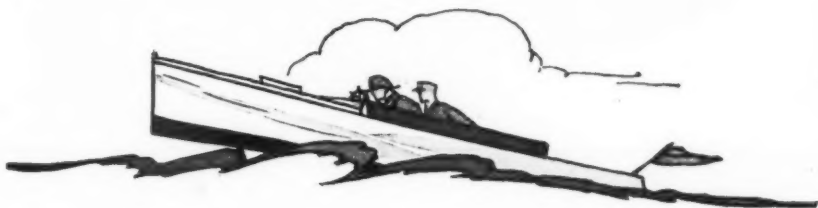
One point which calls for special attention is the bottom or underwater portion of the hull. Such boats which have dried out considerably during the winter, may require recaulking in some of their open seams. Care must be exercised in this, however, in order to prevent driving so much material between the planks, as to force them away from the frames later on when they are in the water, and expand again to their normal size. All seams that require it, should be closed with seam compound, or a good putty, and then smoothed down with sand paper in the same manner as the topsides of the boat. The bottom paint, designed particularly to protect the hull from marine growths and worms, should be applied as recommended by the manufacturer. Some paints are best when applied just before the boat goes into the water, so that it is still wet, while others recommend that the paint be dry. One point, however, which applies to all of them, is that on account of the heavy pigments and materials in these paints, used to furnish the protection, they must be stirred continuously well all the time they are being used. If you have ever watched the yard man painting with bottom paint, you will notice that he stirs continuously with one hand, and plies brush with the other.

(Continued on page 224)

If you want less care and worry about your boat this season send for this booklet.



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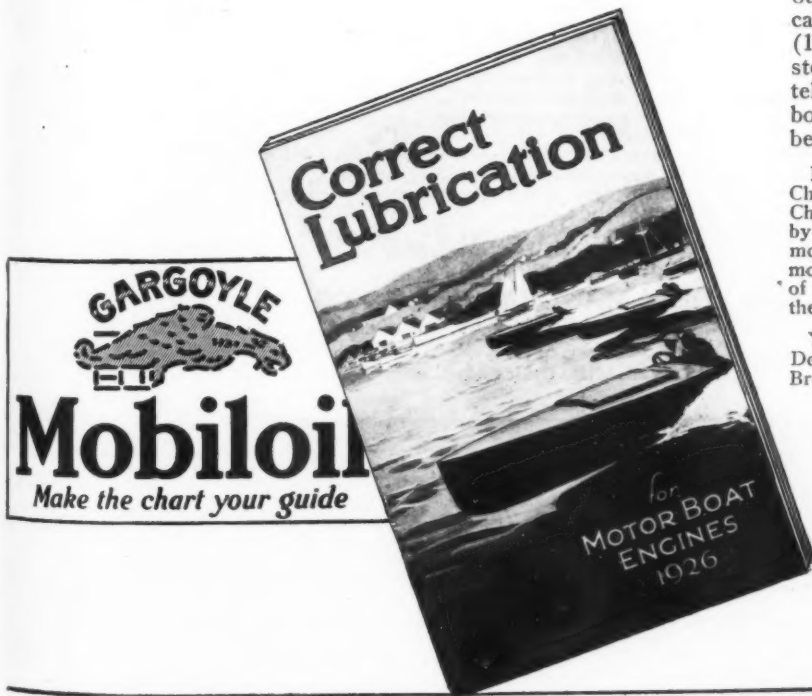


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our new booklet, "Correct Lubrication for Motor Boat Engines" (1926 edition), contains the whole story of correct lubrication. It tells you how to care for motor boat engines and how to get the best results.

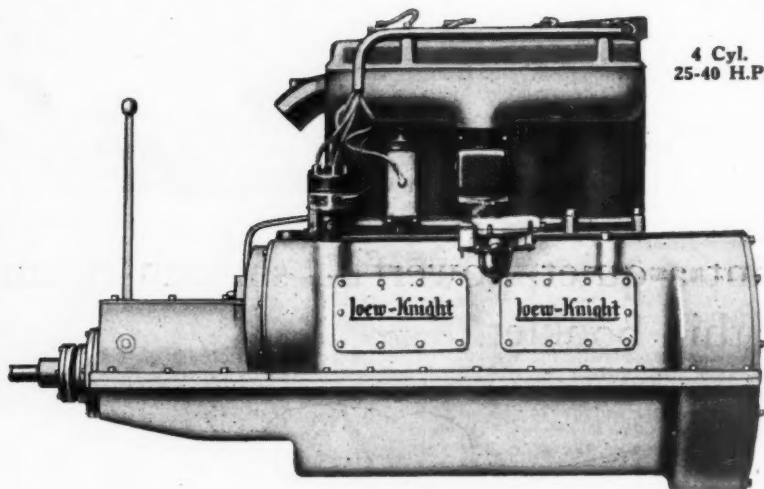
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Let us send you complete information and quote prices.

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Model "KHM" 1000 watts. Ample current for 50-20 watt lamps



D. P. Davis Is Host

(Continued from page 40)

was but natural that their first annual regatta should assume proportions of the greatest magnitude, and it did. What is more, after the last boat had finished the three days' racing and one looked back to review what had happened and how arrangements might be improved upon for future events, it was hard to find any.

Naturally, the first requirement for any regatta is racing and this is just what the Tampa Regatta had. This will make Tampa's first annual regatta long to be remembered. It was not simply an announcement of the offering of a number of trophies and the publishing of the rules and schedules for the races,—it was a real racing event with fast boats galore and incidentally everything which should go to make a regatta a success. The competition was fast and close in all of the events. Nearly 100% of the boats which were entered actually raced and finished.

First of all, Mr. Davis had ten race boats of his own which he called the Temple Baybies. In December he commissioned John L. Hacker to build for him ten 21-footers which would comply with the American Power Boat Association's Junior Gold Cup class. For these boats Mr. Davis ordered ten of the Type F six cylinder Scripps motors which develop in excess of 100 horsepower at 2,400 r. p. m. With these power plants, Mr. Hacker promised to develop a real race boat which would show a speed of approximately 40 miles an hour and would be safe and readily handled under all conditions of weather or sea. In less than two months' time Mr. Hacker had completed these ten boats for Mr. Davis and they were on their way South for the regatta.

The boats of the Tampa Baybies class are real craft in every sense and Mr. Davis is to be congratulated upon the choice of such a seaworthy and reliable racing boat. During the regatta all of these boats took part in six events and on no occasion did either power plant or hull give trouble. The boats were driven by prominent yachtsmen from other sections of the country and although these drivers had no previous experience in handling these boats, yet they were at all times able to drive them at maximum speed without danger. The boats turned very quickly, and accelerated to full speed in a few seconds.

In one of the races for the Tampa Baybies class the boats were driven by ladies who handled the boats without the help of anyone with the exception of a mechanic. The way the craft were handled by the ladies and the speeds made by them in their event fully demonstrated that future motor boat racing is not to be confined solely to the masculine sex.

Another of the classes which was featured at the Tampa regatta were boats of the 725 cubic inch class known as the Sunshine Babies. These boats are also of Hacker design but were built and owned locally in Tampa, St. Petersburg, Sarasota and vicinity.

The boats of the 725 cubic inch class made some of the best racing which has been seen anywhere. Altogether, 11 of these boats participated and the boats were of so near equal speed that it was anyone's race up to the finish line.

The outboards, which are fast becoming so popular in racing events, also created considerable excitement at Tampa. Mr. A. R. Knauer of South Bend, Ind., had five of his Baby Buzz class boats at the Tampa regatta. These ran heats at a speed of about 15 miles an hour and created considerable interest among the spectators.

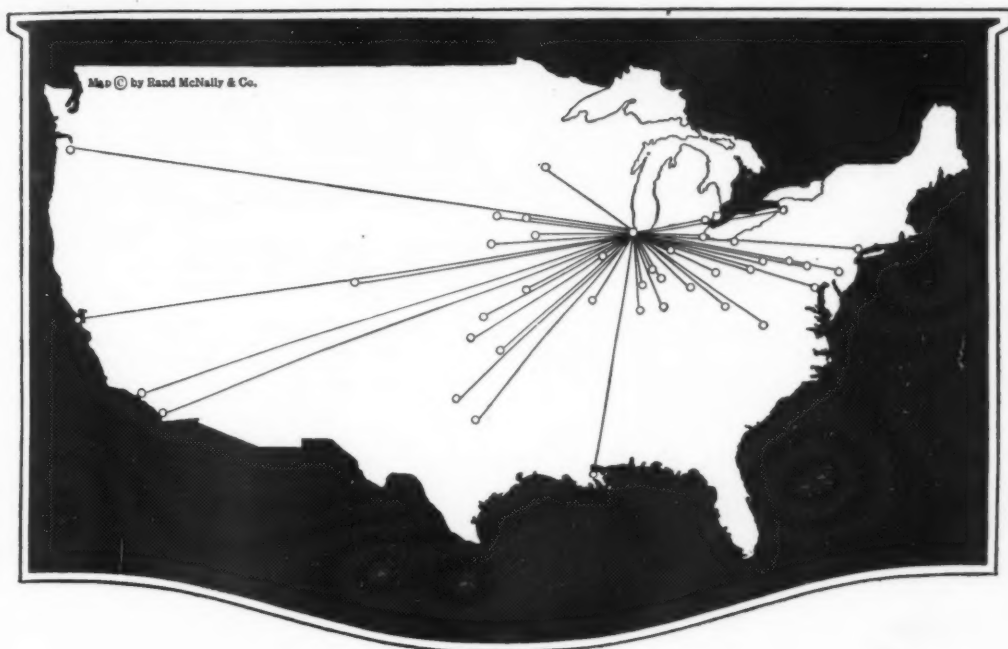
It has been a long time since there has been a Free for All race for unlimited hydroplanes. However, Tampa scheduled such a race and had no difficulty in securing a good entry list. Such well known boats as Bug III and Baby Sunshine competed in this class.

Of course, the 151 inch hydroplanes were present at the regatta races and incidentally a new world's record for these boats was set up. Smiling Dan III and Baby Mine from the Pacific coast were at the starting line at Tampa but the laurels which they so readily won at Palm Beach were threatened by Spitfire which not only succeeded in defeating Smiling Dan III in one heat but set up a new world's record of slightly over 40 miles an hour in one six mile race.

The contests for the Tampa Baybies consisted of three heats of ten miles each. As already mentioned, these boats were driven by visiting yachtsmen who changed boats each day, drawing by lot to determine which particular boat they should drive in each event. The Tampa Baybies were all so near the same speed that driving played an important part in these events. It was very pleasing to note that a different boat won in each heat.

The Tampa Baybies, not being named, were recorded by numbers. In the first heat of ten miles boat No. 1 was able to make the ten miles in 16 minutes 55 seconds, coming in a

(Continued on page 226)



BUDA FOLLOWS THROUGH

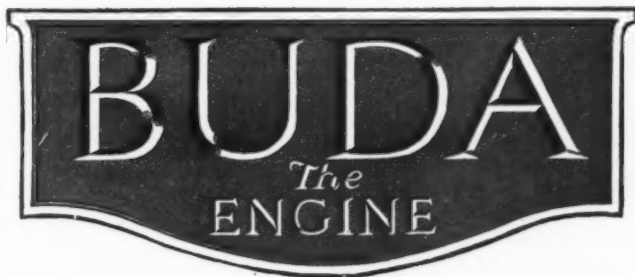
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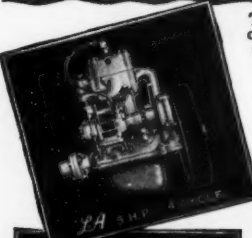
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Smooth-running, easy-starting, powerful, silent, clean, pleasing in appearance. Weight 180 lbs.

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Same general description as the L-A 6 H.P., but half inch larger cylinder bore and heavier construction throughout. Weight 210 lbs.

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Fast, Dry, Snappy

Most remarkable boat of its class ever designed. Invisible sponsons, well crowned deck, three seats, special tool box under stern seat, tiller rope to guide motor from any part of canoe, practical floor rack, classy painting. Makes an excellent yacht tender. Length, 16½ feet.

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Advertising Index will be found on page 244

Boat Covers Off

(Continued from page 218)

Such other trimming and fitting as is necessary to put the boat into good shape again, must all be attended to, and under this head will come all of the little items such as the polishing and lacquering of brass work, the painting of wire stays with aluminum bronze, the awning stanchions, new signal halliards, new electric bulbs where necessary, and all of the thousand-and-one odds and ends that need attention. One cannot describe in detail as to just what you will need on your boat to bring it back into shape. All of these minor tasks you will have to plan for yourself and see that they are taken care of.

A thought or two on the addition of accessories to increase the efficiency or improve the operation of an engine, might not be amiss. For example, there are some engines which carbonize badly, and on such a device which serves to introduce water into the intake manifold might prove an advantage. It is a known fact that the addition of water helps to keep the carbon down, and in many cases improves the operation of the machine. Another feature which can be added to old engines with profit is some form of oil pump which will serve to remove the old oil from the base, when it is necessary to put in new oil. Due to the difficulty of cleaning out the old oil, many marine engines are neglected in this particular, and the old oil allowed to remain and do damage long after it should have been discarded. On account of the moisture which is generated within the engine base, oil in marine engines should be watched quite carefully, and it is far cheaper to replace the oil perhaps a little oftener than necessary, rather than not often enough. The difference in price between a few gallons of oil and a few new bearings, is greatly in favor of the oil. Further, some thought should be given to the temperature of the engine when it is running. Does your pump circulate such a large volume of water through the engine as to keep it too cool? If so, it might be advisable to arrange a small by-pass which feeds back into the pump intake some of the discharge water in such a way, that the same water can be recirculated about the engine, and obtain the advantage of greater heat in the jackets. Do not attempt to choke off either the inlet or the discharge from the pump. This is a grave error, and with the modern type gear pumps, a pressure sufficient to crack the water jackets can be built up in an engine very quickly, if the discharge is shut off entirely for even a short time. Never put a valve in the discharge line, and use the one on the intake line, only when it is necessary to shut off the water at such times when the engine is not opening. The by-pass mentioned can be fitted with a valve, and the control of this will afford any desired degree of temperature within the engine.

If you had trouble with starting your engine last summer, it may be due to the fact that you have a faulty gasket in the joint between the carburetor and the manifold. A leak of air, even though it is very slight, will upset the nature of the fuel mixture to such an extent as to cause difficulty in starting and sometimes unequal running. It is hardly necessary to mention that the spark plugs should be cleaned or even replaced with new ones. A set of plugs can be secured at such a low cost today, that insurance against trouble on this score can be cheaply obtained by buying a new set.

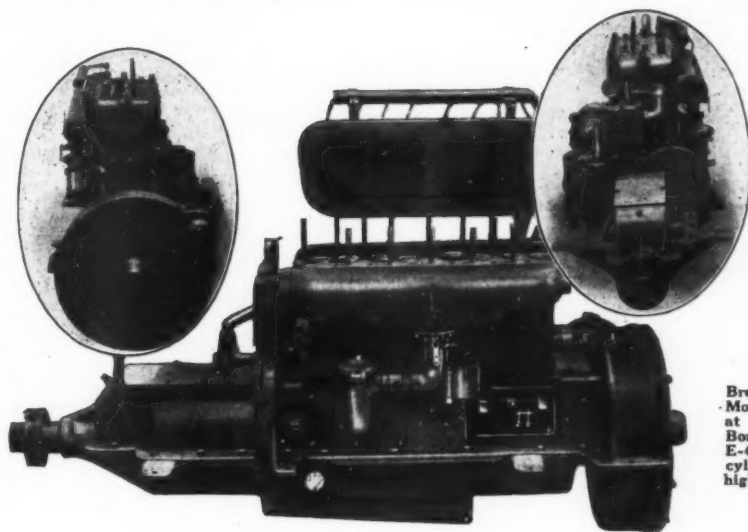
Before the boat is finally put into the water, investigate the packing in the stuffing box, both on the inside if you have one, and on the outside. It will generally be found, that the packing here is worn considerably, and it is wiser to replace it when it can be done readily, rather than haul the boat out at a later time, when it develops a slow leak. And last, but not least, make sure that the wooden plug which is inserted into the drain hole in the planking, is properly replaced before the boat slides down the ways. Many a good boat has had to come back again on account of this small detail, which could easily have been guarded against.

In the rush of preparing the boat, a thought should be given to the overhaul of the mooring chain and buoys. Examine the links carefully to see that none are in poor condition, and also replace the line at the end of the chain with a new one. The safety of the boat depends on the strength of this chain and rope, and it should be carefully inspected for any faults. After all these many details have been carefully examined and put to rights, the boat will be ready to slide back into the water for another season of usefulness, with every assurance that all details of its equipment will stand up, and give uninterrupted service.

BRENNAN

STANDARD

MARINE MOTORS



Brennan Standard Marine Motor model E-4. 35-50 H.P. at 1600 to 1600 R. P. M. Bore $4\frac{1}{2}$ " Stroke 5". The E-4 is an all enclosed four cylinder power plant of the highest type.

100% Reverse Speed

AN exclusive feature of BRENNAN Standard Marine Motors is the BRENNAN Reverse Gear. This gear is a special design with sufficient capacity to stand 150% overload. It gives an absolute 100% reverse speed, a safety factor in boating that is equivalent to the four wheel brakes on an automobile. The 100% reverse speed is only one of the many better advantages and refinements that BRENNAN motors give. Features that are "extras" or "attachments" on other motors are integral with the BRENNAN—designed and built-in as component parts.

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D-6, $4\frac{1}{2}$ " Bore, 5" Stroke, 50-75 H. P.
60, 4" Bore, $5\frac{1}{2}$ " Stroke, 60 H. P.
100, $4\frac{3}{4}$ " Bore, $5\frac{1}{2}$ " Stroke, 65-100 H. P.
Built-in reduction gear optional

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COMPLETE SUMMARY OF RESULTS **Tampa Bay Regatta** **Davis Islands Yacht Club, March 5 and 6, 1926**

Junior Gold Cup Class (Tampa Baybies), 3 heats of 10 miles each, March 5 and 6, 1926.					
Boat No.	Heat	Time	Speed, m.p.h.	Position	Final
1	1	D.N.F.	...	...	3
	2	17:15	34.8	3	
	3	17:42	33.9	1	
2	1	19:50	30.5	7	8
	2	17:40	34.0	6	
	3	D.N.F.	...	...
3	1	18:56	31.6	6	4
	2	18:01	33.3	8	
	3	18:24	32.6	4	
4	1	18:34	32.3	4	6
	2	17:36	34.1	5	
	3	D.N.F.	...	...
5	1	17:46	33.7	2	5
	2	17:21	34.6	4	
	3	D.N.S.	...	...
6	1	D.N.S.	...	...	9
	2	16:44	35.9	1	
	3	D.N.S.	...	...
7	1	18:55	31.7	5	7
	2	D.N.F.	...	...
	3	21:02	28.5	6	
8	1	18:22	32.7	3	2
	2	17:51	33.6	7	
	3	18:53	31.7	5	
9	1	D.N.F.	...	...	10
	2	D.N.S.	...	...
	3	18:03	33.2	3	
10	1	16:55	35.4	1	1
	2	17:00	35.3	2	
	3	17:44	33.8	2	

Fastest lap No. 6, 35.9 m.p.h.

725 Cubic Inch Runabouts—3 heats, 10 miles each, March 5 and 6, 1926, Tampa, Fla.					
Boat	Owner	Heat	Time	Speed m.p.h.	Points
Miss Haaty	Lester Harvey	1	14:58	40.0	836
		2	15:53	37.8	
		3	15:57	37.6	
Murok	George Cook	1	D.N.F.	...	421
		2	17:26	34.4	
		3	16:06	37.3	
Winter Haven	W. H. Y. Co.	1	15:41	38.3	340
		2	D.N.F.	...	
		3	20:26	29.4	
Miss Manor	O. D. Murphy	1	D.N.F.	...	225
		2	16:52	35.6	
		3	D.N.F.	...	
Remlu	R. Ulmer	1	17:09	35.0	567
		2	17:49	33.7	
		3	18:03	33.2	
100 Lakes	R. D. Pope	1	15:13	39.4	867
		2	15:48	37.9	
		3	15:53	37.8	
Lake Jem	R. J. Trimble	1	15:20	39.1	947
		2	15:01	40.1	
		3	15:16	39.3	
Miss Clearwater	Ballard Bros.	1	15:14	39.4	1,056
		2	14:52	40.3	
		3	14:38	41.0	
Baby Hawkeye	L. H. McMasters	1	14:23	41.7	724
		2	D.N.S.	...	
		3	15:32	38.6	
Baby Subdivision	Geo. Malone	1	14:33	41.2	685
		2	15:16	39.3	
		3	D.N.S.	...	
Marma	S. B. Carpenter	1	17:38	34.0	484
		2	17:50	33.7	
		3	17:51	33.6	
Spark Plug	J. Crawford	1	D.N.F.	...	
		2	D.N.F.	...	
		3	D.N.S.	...	

610 Cubic Inch Class, 1 heat, 6 miles.

Name of Boat	Owner	Elapsed Time	Speed m.p.h.	Position Won
May B II	C. Burdick	12:45	38.2	1
Cleo	A. D. Strum	14:24	25.0	2

151 Cubic Inch Hydroplanes, 2 heats, 6 miles each, March 5 and 6, 1926, Tampa, Fla.

Boat	Owner	Heat	Time	Speed m.p.h.	Points	Position
Smiling Dan III	R. Loynes	1	9:00.92	40.0	761	*
		2	9:15.37	38.9		
Spitfire	J. H. Rand, Jr.	1	8:52.08	40.6	761	*
		2	9:25.32	38.2		
C-Me-Go	Baker & Backus	1	9:45.58	36.8	648	3
		2	10:16.53	35.0		
Baby Mine	Al Christie	1	9:50.62	36.5	545	..
		1	11:05.90	32.4		
Miss Pluto	Willett & Fowler	1	9:25.66	38.1	545	..
		2	10:29.00	34.4		

*Smiling Dan III, and Spitfire tied for first on points. First prize awarded to Smiling Dan III for fastest total elapsed time for two heats. Baby Mine and Miss Pluto tied for second place.

Yachtsman's Race, Tampa Baybies, 1 heat, 10 miles, March 5, 1926.

Boat No.	Driver	Time	Speed, m.p.h.	Position
1	Sam Wetherill	17:06	35.1	3
2	Jack Thorne	17:49	33.6	5
3	J. L. Hacker	17:55	33.5	6
4	W. M. Bigelow	D.N.F.	...	..
5	C. P. Hanley	D.N.F.	...	..
6	Hugh Gunnerson	16:41	36.0	1
7	W. H. Young	19:42	30.5	7
8	J. P. Cosden	17:43	33.8	4
10	W. P. Wilde	17:02	35.2	2

Free for All Runabouts, 1 heat, 20 miles, March 5, 1926.

Name of Boat	Owner	Elapsed Time	Speed m.p.h.	Position Won
Miss Tampa	D. P. Davis	28:44	41.8	1
Baby Hawkeye	L. H. McMasters	D.N.F.	...	3
Miss Haaty	C. L. Harvey	31:09	38.5	3
Fort Myers	M. Wolfe	D.N.F.	...	..
Lake Jem	R. J. Trimble	31:11	38.4	4
Miss Clearwater	Ballard Bros.	28:49	41.6	2
Marma	S. B. Carpenter	D.N.F.	...	..

One Design Johnson Outboard Boats, 1 heat, 2 miles, March 5, 1926.

Name of Boat	Time	Speed, m.p.h.	Position Won
Baby Buzz	7:04.94	16.9	1
Bang	7:05.69	16.9	2
Scat	7:08.71	16.8	3
Zip	8:08.90	14.7	4
Planet	D.N.F.	...	..

Free for All Hydroplanes and Runabouts, 1 heat, 10 miles, March 5, 1926.

Name of Boat	Owner	Elapsed Time	Speed m.p.h.	Position Won
Miss Okeechobee	W. J. Conners	12:55	46.5	1
Baby Hawkeye	L. H. McMasters	15:50	37.9	5
Miss Clearwater	Ballard Bros.	14:19	42.0	3
Lake Jem	R. J. Trimble	15:43	38.2	4
Miss Tampa	D. P. Davis	13:32	44.3	2
Baby Subdivision	Geo. Malone	D.N.F.	...	..

Ladies' Race, Tampa Baybies, 1 heat, 10 miles, March 6, 1926.

Boat No.	Driver	Time	Speed, m.p.h.	Position
1	Mrs. A. Y. Milani	18:24	32.7	1
3	Helen Wainwright	19:04	31.5	3
4	Miss Ferris	D.N.F.	...	..
7	Sara Honacker	D.N.F.	...	..
8	Mrs. A. Cheney	19:30	30.7	5
9	Mrs. D. P. Davis	18:36	32.3	2
10	Mrs. Roy Dew	19:22	31.0	4

510 Cubic Inch Hydroplanes, 2 heats, 10 miles each.

Name of Boat	Owner	Time 1st heat	Speed m.p.h.	Time 2d heat	Speed m.p.h.	Position Won
Streak O' Paint	Inman & Pope	14:40	40.9	15:37	38.4	1
Miss Pageland	Page Land Co.	17:29	34.3	15:39	38.3	2
Ethel XI	Arthur Cheney	D.N.F.	...	Not timed	...	3

(Continued from page 222)

nose ahead of boat No. 5. She was followed close astern by boats numbers 8, 4, 7, 3 and 2.

The second heat for the Tampa Baybies brought out a new winner. This time boat No. 6 was able to negotiate the ten mile course in 16 minutes 44 seconds, which was 16 seconds faster than boat No. 10, the winner of the previous heat was able to do. Boat No. 1 came in third in the second heat, followed by boats numbers 5, 4, 2, 9 and 3 in the order given.

The third heat for these boats brought out still another winner. This time boat No. 1 lead the field to the finish line. Boat No. 10 was able to again finish second, followed by boats numbers 9, 4, 8 and 6.

In the final scoring it was found that boat No. 10 had accumulated enough points to be awarded first place and that boat No. 8, which had not finished better than third in

any of the heats, was second. Boat No. 1, which had finished well among leaders in all heats, came in in third place.

In the 725 cubic inch runabout class, the competition consisted of three heats of 10 miles each, and again the winners changed from heat to heat. Baby Hawkeye, owned by L. H. McMasters, made the best time for the ten miles, showing a record of 14 minutes 23 seconds in the first 10 mile heat. However, the best Baby Hawkeye could get in the final scoring was fifth place.

The race was won by Miss Clearwater owned by Ballard Bros. of St. Petersburg. This boat appeared to be considerable faster than the rest of the field although at times she experienced considerable difficulty in keeping going at a maximum rate.

Another very consistent boat in this class was Lake Jem

(Continued on page 238)

Supreme One-Man Control Now Easy With the McNab Rudder!

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Detroit, Michigan

February 9, 1926.

Commander Alexander MacNab,
The MacNab Kitchen Rudder Corp.,
Bridgeport, Conn.

My dear Commander:

We are hearing a good deal about the one-man control of the modern power boat. In my opinion there is no such thing except when the boat is equipped with the MacNab Kitchen Rudder, and it is possible only with the MacNab because of certain control elements.

First, the ability of laying in a stream with a tide of four or five miles, perfectly motionless while the operator is going forward for the purpose of attaching mooring.

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Third, the fact that with the MacNab it is practically impossible to stall the motor.

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John Guy Monihan

The bridge of the Monihan Sedan Cruiser. The McNab Rudder control and steering wheel are mounted on the same axis.

THE letter reproduced opposite tells you some of the reasons why no boat is a one-man control craft unless it is equipped with the McNab Maneuvering Rudder. The 38 ft. Monihan Sedan Cruiser pictured below is a *One-Man Control Boat* because the McNab Maneuvering Rudder is standard equipment. All maneuvers are executed through the McNab Rudder *without the aid of reverse gear or reversing of engines.*

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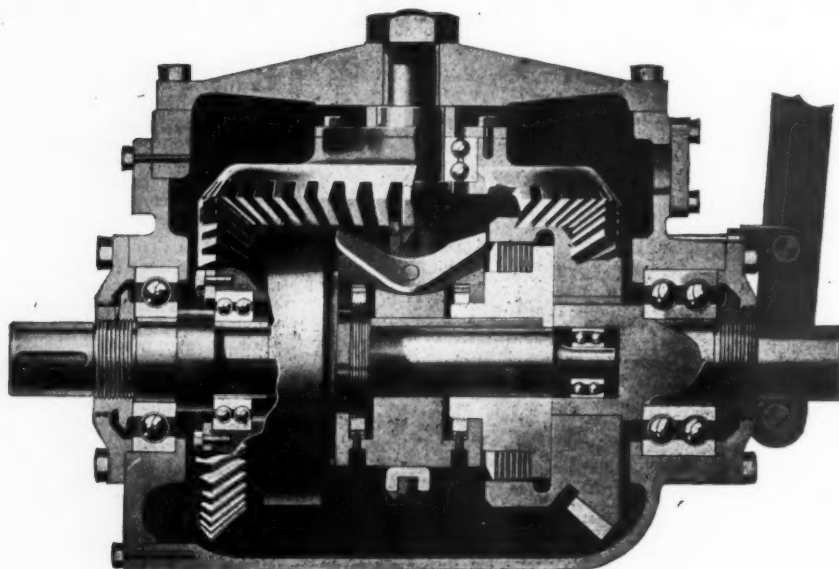


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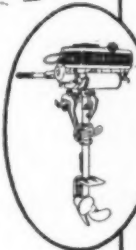
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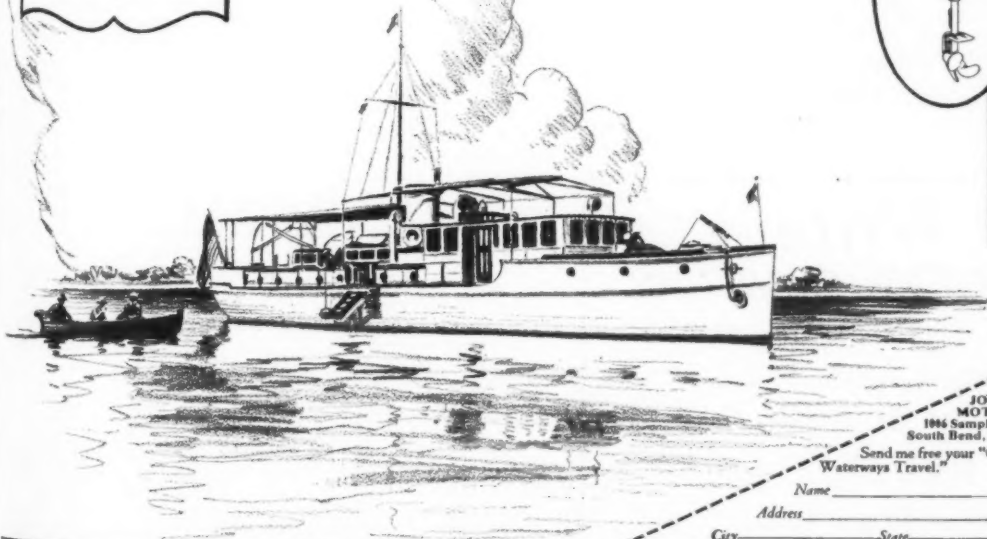
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Johnson *Big Twin* Weighs
85 pounds. 6
h. p. Speed 12
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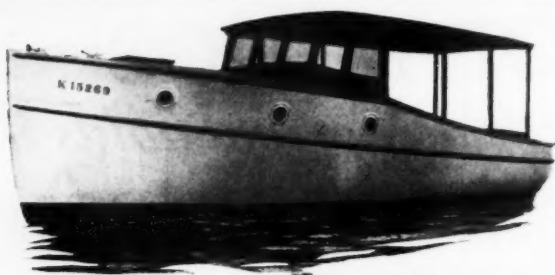
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(Continued from page 216)

threws cruisers. The Baby Buzz class, fostered by the Johnson Outboard Motor Company, interested the spectators greatly and proved to be one of the most interesting races of the entire meet. In this event Wow owned by A. R. Knauer was the winner, covering the first heat of two and one-half miles in ten minutes flat, the second heat, of five miles in 19:03 and the third heat of five miles in 19:20.

In the free for all outboard motor race, a 4 horsepower canoe, powered with an Elto motor, finished in first place. In the Baby Gar invitation race, Baby Cub owned by Howard W. Lyon, was first, Bebe owned by S. A. Lynch was second and Miss Lauderdale owned by L. C. Morang was third.

In the 151 inch hydroplane class, although there were over 20 entries, 19 boats were actually at Palm Beach in racing trim. With 5 heats scheduled for this class in which all the 19 boats were eligible to start, making a total of 95 possible starters, only 41 boats actually were able to get underway. Of these 41 starters, 35 were able to finish, an average of 7 boats per heat out of a possible 19. In this respect the showing of these boats was considerable of a disappointment to the spectators and shows much development in power plants and hulls is necessary before this class can become a success from a racing standpoint. However, with the new marine motors which are being perfected this spring which will meet the cubic inch piston requirements of this class, it is expected that this summer's racing will show much better results. The showing of the new motors, Universal and Erd, at the Palm Beach regatta was very gratifying.

While the showing of the 151's should not be discounted in any sense, yet from the standpoint of reliability and close competition which are factors which really determine the interest of the spectators in racing events, the classes for the Baby Gars, Biscayne Babies, Dodge Water Cars and Johnson outboards really deserve special mention and credit. In none of these events were there any serious breakdowns or failures. The Scripps motors in the Biscayne Babies, as usual, came through with a clean slate. These boats were driven by their owners who brought the boats up from Miami for the races. The boats were clean and dry and attracted much favorable comment on the part of yachtsmen present. The same is true of the Baby Gars and Dodge Water Cars. The former class raced around the course at a speed close to 50 miles an hour which thrilled the crowd. The fact that the winning boat in one of the Baby Gar races was driven by her owner, W. J. Conners, a man 70 years old and another winner was driven by Mrs. Conners, establishes the fact that these boats are real craft and that more of such contests should be encouraged if we want racing to be popular among the class of yachtsmen who can afford to enjoy and own real boats.

Much credit should go to the Johnson Motor Co. of South Bend, Indiana, for the efforts they are making to popularize outboard motor racing and to develop the best type of craft for outboard motors. A. R. Knauer of the Johnson Motor Co. had a fleet of six boats of the Baby Buzz class which raced around the course at a speed of about 15 miles an hour and always finished so close together that split seconds were required to time them. Plans of these Baby Buzz boats appeared in the February issue of MoToR Boating and at this time hundreds of these little craft are building in various sections of the country for use on many waterways this coming summer.

The story of the Palm Beach regatta would not be complete without mention of the co-operation which the industry showed in making the races a success. The Universal Motor Company, the Erd Company, the Enterprise Oil Company, the Continental-Van Blerck Motor Company and others had officials at Palm Beach to co-operate with the racing men.

Enterprise Duplex oils and greases were used in practically all of the racing craft with the exception of the hydroplanes. In the Gar Wood engines in the Baby Gars and the Scripps engines in the Biscayne Baby Class, Duplex Marine Engine Oil was used exclusively. Not a sign of lubrication or bearing trouble occurred in any of the boats of these classes during the entire regatta.

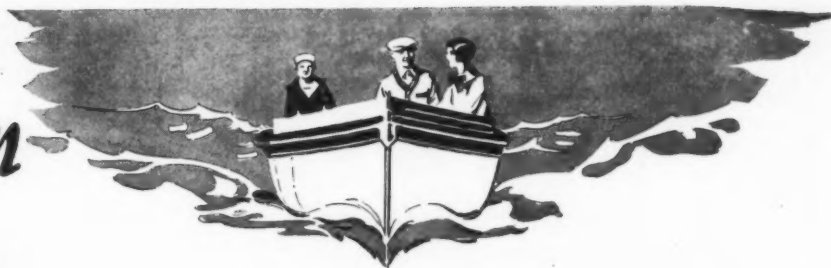
Hundreds of Extra Profit

The Elto Outboard Motor Company of Milwaukee, Wisconsin, has recently circulated to dealers a broadside under the caption Hundreds of Dollars Extra Profit.

In this circular the increasing possibilities for outboard motor sales are outlined and Elto's new advertising campaign methods of dealer co-operation are explained.

It should be an interesting piece of literature for any dealer who handles outboard motors.

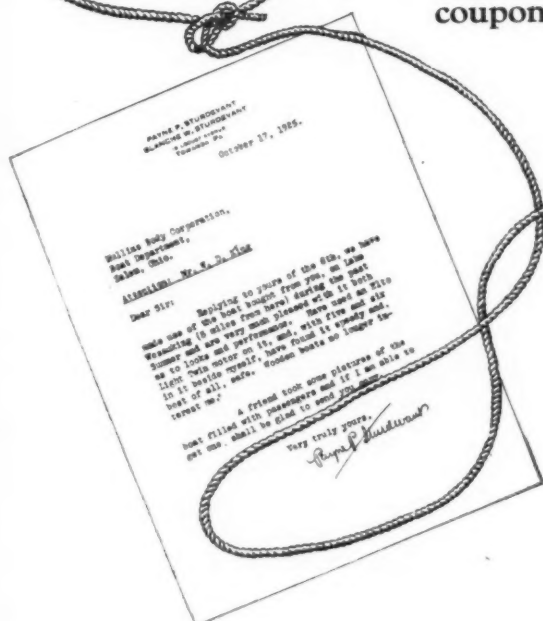
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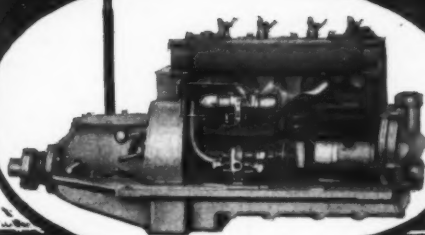
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Miami Beach Regatta Results

(Continued from page 18)

Race for Gold Cup Class, 3 heats of 12 miles each, limited to runabouts
of over 25 feet in length and powered with motors of not over 25
cubic inches.

Boat	Owner	Time	Time	Time	
Miss Tampa	D. P. Davis	1st H. 16:38	2nd H. 18:12	3rd H. 17:42	B.H.S. P.
Palm Beach Days	Bigelow & Wagg	17:21	DNF	22:18	41:4 1
Baby Shadow	Carl G. Fisher	16:33	DNF	DNF	41:5 2
Fastest lap—Miss Tampa, 50:0 miles per hour.					43:7 3

First Prize: Star Island Trophy, Silver Service Set, presented by the
Miami Ocean View Co.

Second Prize: Silver Tray, presented by the Miami Beach Chamber of
Commerce.

Race for Chriscrafts, 1 heat of 9 miles.

Owner	Time	Speed m.p.h.	Position
Owen Smith	20:03	27.0	1
H. Paul Prigg	20:10	26.9	2
M. B. Newman	20:12	26.9	3
Ira Gore	20:18	26.8	4

Note: Boats finishing fifth to ninth not timed.

First Prize: Chris Smith Trophy, presented by Chris Smith & Sons.

Second Prize: Wrist Watch, presented by Chris Smith & Sons.

Third Prize: Silver Bootleg, presented by Udal & Ballou.

Races For Baby Gar Runabouts, 2 races 9 miles each

First Race—March 19, 1926

Boat	Owner	Time	Speed m.p.h.	Position
Miss Lauderdale	L. C. Morang	13:18	40.6	1
Bebe	S. A. Lynch	14:01	38.5	2
Baby Cub	H. W. Lyon	14:05	38.3	3
Baby Gar	Gar Wood	14:11	38.1	4
Miss Palm Beach	W. J. Connors	DNF		5

First Prize—First Race: Silver Tea Set Trophy, given by the Miami
Beach First National Bank.

Second Prize—First Race: Silver and Cut Glass Traveling Bottle Set,
given by the Miami Beach Realty Board.

Second Race—March 20, 1926

Boat	Owner	Time	Speed m.p.h.	Position
Baby Gar	Gar Wood	13:14	40.8	1
Baby Cub	H. W. Lyon	13:48	39.6	2
Bebe	S. A. Lynch	14:21	37.6	3
Miss Lauderdale	L. C. Morang	15:37	34.6	4

First Prize—Second Race: Pancoast Trophy, Gentleman's Traveling
Set, given by the Hotel Pancoast.

Second Prize—Second Race: Silver Cigarette Box, given by the Lincoln
Road Association.

Free for All Outboard Motor Race, 1½ Miles

Boat	Owner	Time	Speed m.p.h.	Position
Bumpy Betsy	J. Ohmer	10:34	8.52	1
Laughing Jack Ass	D. Conklin	10:39	8.45	2
No. 99	A. Hanger	15:56	5.41	6
Sea Hawk	Watson Charles	12:05	7.45	3
No. 53		13:59	7.30	4
No. 6	W. F. Millett	15:12	5.92	5

First Prize: Silver Cup, presented by Cox & Stevens.

Second Prize: To be selected.

Third Prize: Silver Pitcher, presented by William Burbridge.

Race for Sea Sleds, 1 heat of 6 miles

Boat	Owner	Time	Speed m.p.h.	Position
Miss Coral Gables	R. R. Gamble	12:24	29.0	1
Miss Miami Biltmore	Coral Gables	15:47	22.9	2

Chance Race—March 19, 1926—4½ Miles

No.	Boat	Owner	Elapsed Time	Place
T-11	Miss Okeechobee	W. J. Connors	6:18	1
82	Baby Gar	Gar Wood	7:13	2
	Baby Cub	H. W. Lyon	8:51	3
A	Chriscraft	Owen Smith	10:42	4
72	Adieu	Webb Jay	12:10	5
46	Shadow H	C. G. Fisher	12:11	6
48	Water Car	W. J. Gano	13:27	7
75	Dodger	Mrs. C. F. Hamilton	13:32	8
		Shepard	15:11	9
B		L. A. Mitchell	15:26	10
42	Jolly Rover	Chas. Pease	17:37	11
27	Margaret Jr.	C. W. Kotcher	21:22	12
44	Silverheels II	A. A. Schantz	31:23	13
60	Islo De Palmas	Key West Y. C.	31:31	14
45	Herself, Jr.	John McManus	33:43	15
23			36:35	16
29	Playfellow	R. B. Wilberg	38:26	17
71	Moder	P. W. Moder	40:41	18
73	Mindoro Jr.	H. H. Harris	40:43	19

First Prize: Carl G. Fisher Hotels Trophy, Ship's Ball Clock.

Second Prize: Portable Victrola, given by S. Ernest Philpitt & Son.

Third Prize: Silver and Cut Glass Decanter, given by the Miami Beach
Realty Board.

Fourth Prize: One gallon Thermos Jug, given by the Regatta Com-
mittee.

Fifth Prize: Silver Bootleg, given by Udal & Ballou.

(Continued on page 240)

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PERFECTION of the Jule Opposed Motor has been hailed universally in boating circles as the greatest single advance in motor boat building in a whole generation.

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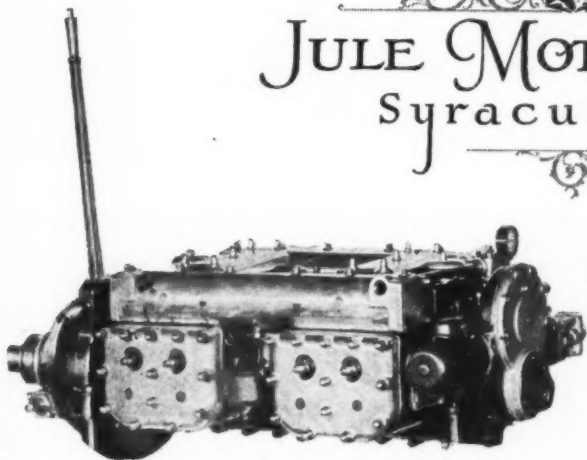
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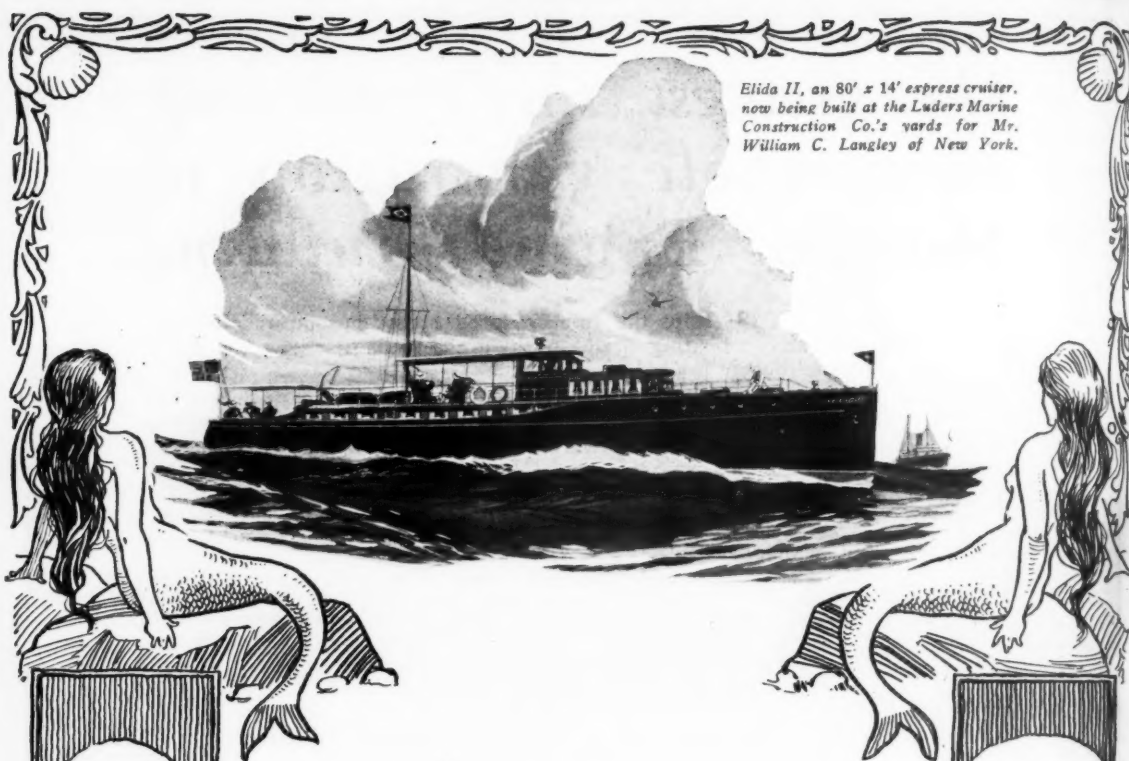
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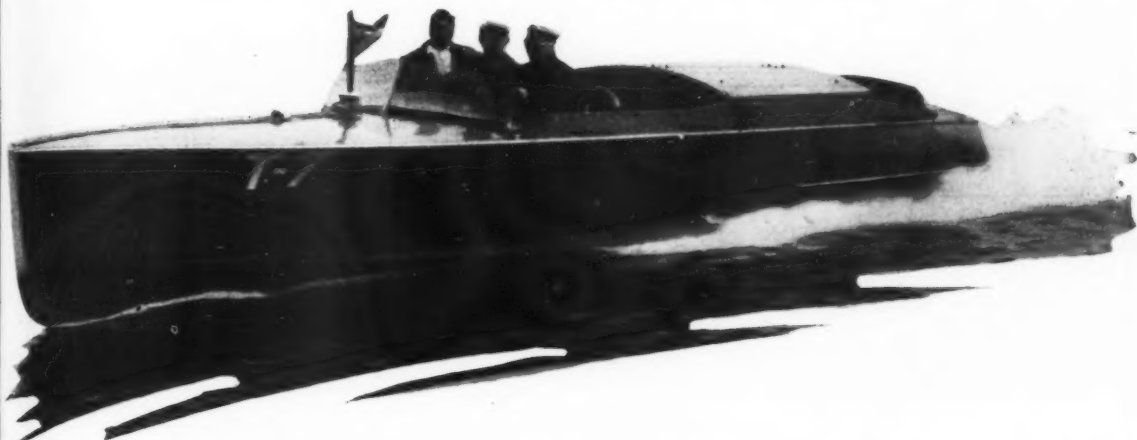
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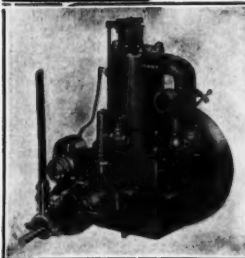
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(Continued from page 226)

owned by R. J. Trimble. In the final scoring Lake Jem was awarded second place.

A complete summary of the three heats for the 725 inch boats will be found at the end of the article.

Five of the country's fastest 151 inch hydroplanes competed for prizes offered for this class. As already mentioned, Smiling Dan III and Spitfire divided honors, each boat winning one six mile event and thus tying for first place. When a tie exists in this class, the race is awarded to that one of the tied boats whose total time for all the heats is the best. When the times of Smiling Dan III and Spitfire had been computed, it was found that Smiling Dan's time was the better by 1.1 seconds.

C-Me-Go owned by Baker & Backus, Baby Mine by Al Christie of California and Miss Pluto owned by Willett & Fowler of Mt. Dora, also competed in this class and were not much slower than the winning boats.

In the Free for All event for runabouts, Miss Tampa, Mr. Davis' gold cup boat, had everything her own way, completing the 20 mile course in 20 minutes and 44 seconds. In the Free for All hydroplane and runabout race, Miss Okchobee owned by W. J. Conners, easily took first place followed by Miss Tampa, Miss Clearwater, Lake Jem and Baby Hawkeye.

One of the feature events of the Tampa regatta was one in which visiting Commodores drove the boats of the Tampa Baybies class. Commodore Hugh Gunnerson of the Detroit Boat Club proved the winner, defeating such well known Commodores as Walter B. Wilde of Peoria, Ill., Sam Wetherill, New York, J. P. Cosden of Maryland, Jack Thorner of Buffalo, John L. Hacker of Detroit, W. M. Bigelow of Palm Beach, C. P. Hanley of Muscatine, Ia., and W. H. Young of New York.

Among the list of trophies offered for the Tampa races was the new D. P. Davis Gold Cup, which is a perpetual trophy for the 725 cubic inch class. This is a very handsome cup recently completed by Caldwell & Company of Philadelphia and presented by Mr. Davis to the American Power Boat Association for annual competition between boats of this class. Walter Chrysler of Detroit presented the prize for the Tampa Baybies. Governor John W. Martin also presented the trophy for the special races of this class. The ladies raced for the A. Y. Milam cup and the Commodore cup was offered in the yachtman's race.

The hospitality shown to visiting yachtmen and others attending the Tampa races has never before been equalled. Three hotels on Davis Islands were thrown open for the exclusive use of the visitors who were entertained throughout their visit at Tampa without a cent of expense to themselves. One of the hotels was named the Circuit Riders Hotel, after this famous and active organization of Racing Men. Many forms of social activities were planned for the racing men and visitors which will be long remembered by them.

A great share of the credit for the successful planning and handling of the Tampa Regatta goes to Caesar F. Irsh who worked long and hard. As a result Tampa is not only credited with having the greatest races in the South this winter but future events in this city will be even greater than the ones just concluded.

Mahogany and Its Uses

The first definite book on the subject of mahogany comprising a study of its history and use in the decorative arts, has been published by E. P. Dutton and Company, book publishers of New York. This work should prove an invaluable one to all users of mahogany, but it is in addition of exceptional interest to the yachtmen and naval architect who are extensive consumers of this fine lumber. The book covers the whole subject of mahogany in furniture making, architecture, naval architecture, piano making, and other structural and decorative needs. It is edited by William Farquhar Payson, and subjects on the various topics have been contributed by experts in each field. The subjects covered are as follows: Mahogany Hunting in The Jungles, by William Farquhar Payson; Mahogany and The Cabinet Maker, by Karl Schmieg; Mahogany in Architecture, by Kenneth M. Murchison; Structural and Decorative Uses in Marine Architecture and Boat Building, by Henry B. Culver; The Piano and Lts Prototypes, by Frances Morris; Historic Furniture Styles by Charles Over Cornelius; The Furniture of The Presnet Day, by Ralph Erskine. These contributors are all acknowledged authorities in their various branches, and the subjects have each been treated in a most excellent manner. The book is splendidly illustrated with over 300 half tones.



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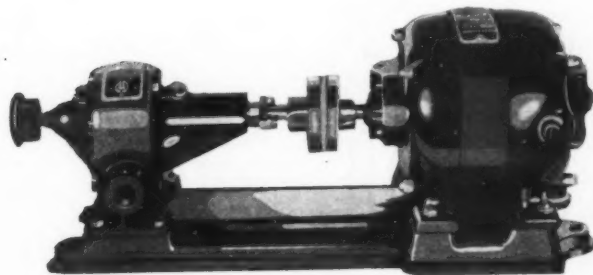
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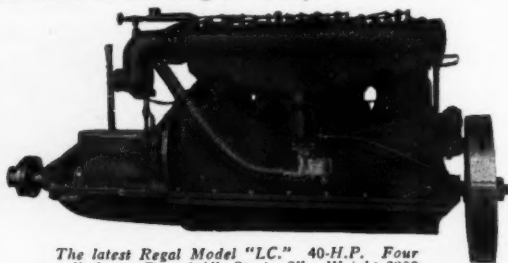
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Miami Beach Regatta Results

(Continued from page 234)

Race for Matthews Cruisers, 3 miles

Boat	Owner	Time	Speed m.p.h.
Jay Ann	J. L. Sibley	20:30	8.79
Nancy	H. R. Chadwick	20:31	8.77

First Prize: Silver Cocktail Shaker, presented by Sutton & Gilman.

Race for Fisher-Allison Trophy, 2 heats of 50 miles each, limited to runabouts over 32 feet in length, powered with motors of not over 100 cubic inches. Miami Beach, Fla., March 18, 1926.

Boat	Owner	1st Heat Time	2nd Heat Time	Speed 1st Heat	Speed 2nd Heat
Baby Gar VI	Gar Wood	1:10:54	1:12:37	42.2	41.8
Baby Gar IV	Gar Wood, Jr.	1:10:56	D.N.F. (2)	42.2	—
Adieu	Webb Jay	D.N.F. (1)	D.N.S.	—	—

(1) Withdrew 33rd mile first heat, engine trouble.

(2) Withdrew 39th mile second heat, engine trouble.

Fastest lap: Baby Gar VI—48.0 miles per hour.

Prize: Fisher Allison Trophy, \$5,000 Gold Cup, presented by James A. Allison and Carl G. Fisher, to be possessed permanently by three-time winner.

Race for Biscayne Babes, 3 Heats of 9 Miles Each

Boat No.	Owner	Time 1st Heat	Time 2nd Heat	Time 3rd Heat	Position
12	Tatum Brothers	15:57	15:42	16:15	1
15	G. Bradfield	16:05	15:55	16:49	2
00	R. R. Gamble	D.N.F.	16:14	16:26	3
29	Coral Gables	16:01	D.N.F.	16:55	4
16	Opalocka	16:25	17:36	D.N.S.	6
17	Bay Biscayne Imp. Co.	D.N.F.	16:59	17:39	7
23	Charles Pease	17:20	17:36	17:58 (1)	8
11	Carl G. Fisher	D.N.F.	D.N.S.	17:23	10
6	Otto Sovereign	D.N.F.	18:24	17:22 (1)	11
10	L. C. Morang	D.N.F.	D.N.S.	D.N.S.	12
13	Venetian Isles	15:59	D.N.S.	16:45 (1)	9

(1) Started before gun—disqualified.

First Prize: Gov. Martin Challenge Trophy, given by the Governor of the State of Florida.

First Prize: Aladdin Challenge Trophy, presented by O. E. Sovereign.

First Prize: Silver Service Set, presented by P. M. Gelatt.

Second Prize: Bastian Building Trophy, Silver Ice Tub, presented by H. S. Bastian.

Third Prize: Pair of Yachting Shoes, presented by Sewell's Beach Shop.

Race for Dodge Water Cars, 2 Heats of 6 Miles

Owner	Time 1st Heat	Speed m.p.h.	Time 2nd Heat	Speed m.p.h.	Position
Mrs. C. F. Hamilton	13:36	26.5	17:54	20.1	1
No. 34	18:11	19.8	18:25	19.5	2
C. F. Hamilton	18:33	19.4	19:13	18.7	3
L. M. Smith	19:22	18.6	19:47	18.2	4
D. R. Heath	23:15	15.3	20:58	17.2	6
F. L. Cannon	23:36	15.0	D.N.F.	—	7
W. J. Gano	24:54	14.3	D.N.F.	—	8
No. 46	21:07	17.1	21:05	17.1	5

First Prize: Silver Cup, presented by Horace E. Dodge Boat Co.

Second Prize: Set of Glasses and Tray, presented by William Burbridge.

Third Prize: Silver Bootleg, presented by Udal & Ballou.

Race for One Design—Baby Buzz Class—Outboard Motor Boats

Boat	Owner	Time 1st Heat 3 miles	Time 2nd Heat 3 miles	Time 3rd Heat 3 miles	Speed m.p.h.
Wow	S. Hiscock	13:20	12:01	6:22	6.22
Buzz	A. C. Knauer	13:21	12:57	6:25	6.25
Bang	Cousier	13:44	D.N.S.	6:57	—
Scat	R. Sutcliffe	14:38	D.N.F.	6:21	—
Baby Bootlegger	W. Marsh	D.N.S.	D.N.S.	6:40	—
Millett	W. F. Millett	D.N.S.	13:13	D.N.S.	—

First Prize: One Gallon Thermos Jug, presented by the Regatta Committee.

Second Prize: To be selected.

Third Prize: To be selected.

Race for Express Cruisers, 1 heat of 6 miles

Boat	Owner	Time
Shadow J.	C. G. Fisher	16:34
Minnomar	J. E. Shilling	16:35
Adieu	Webb Jay	17:55
Jolly Rover	Chas. Pease	18:03

First Prize: Silver Cup, presented by Henry J. Gielow, Inc.

Second Prize: Silver Cup, presented by Miami Yacht Racing Assoc.

Third Prize: To be selected.

Race for Outboard Motor Boats for Col. E. H. R. Green Trophy, 2 heats of 3 miles

Owner	Time 1st Heat	Time 2nd Heat	Position
D. L. Walker	17:36 (1)	21:54	2
A. Hanger	(2)	D.N.S.	6
W. F. Millett	(2)	D.N.S.	—
Wm. Charles	(2)	D.N.S.	—
Robt. Wilson	(2)	D.N.S.	—
James Ohmer	(2)	20:28	3
J. L. Winkle	(2)	20:57	4
John Conkling	(2)	21:22	5

First Prize: The Col. E. H. R. Green Trophy, presented by Col. E. H. R. Green.

First Prize: \$25 in merchandise, presented by Miami Beach Lions Club.

Second Prize: Silver Smoking Set, presented by Lincoln Road Association.

(1) Disqualified, cut buoy.

(2) Disqualified, started before gun.

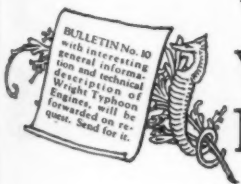


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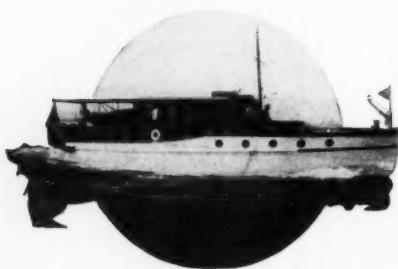
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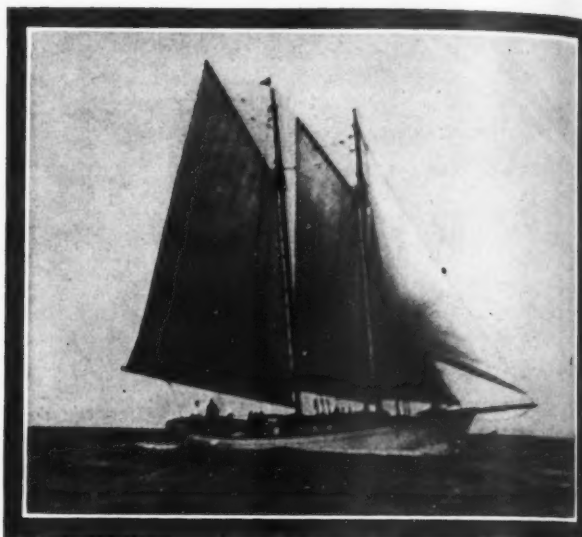


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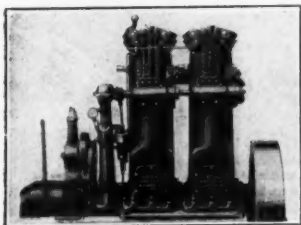


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The CUMMINS Oil Engine—full Diesel in every respect—develops 12 H.P. per cylinder at 600 R.P.M. Built in one to six cylinder units, 12 to 75 H.P. Flexible as a gasoline engine—idles indefinitely, without attention. Perfectly balanced—minimum vibration. Starts instantly, stone cold. No blow torches, cigarettes, or electrical apparatus. These many advantages are made possible by the CUMMINS simplified air injection which eliminates the expense and complication of high pressure injection air.

NO wonder many prominent boatmen are taking out their dangerous, expensive gasoline engines! Now they can get what they have always wanted—a flexible, dependable, small size full Diesel oil engine—the CUMMINS Oil Engine!

It fits right in where the gasoline engine comes out—is the same weight, and gives the same power. Eliminates gasoline fire hazards—does away with all ignition worries—and one tank of oil gives three times the cruising radius at about one-tenth the cost of the same amount of gasoline.

The day of the oil engine is here! Write for full information about the safe, dependable, economical CUMMINS Oil Engine for your houseboat or cruiser.

CUMMINS Oil Engines

CUMMINS ENGINE COMPANY - - - - - Columbus, Indiana, U. S. A.

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EVEREADY COLUMBIA Dry Batteries

-they last longer



Popular uses include—

motor-boat ignition
gas engine ignition
doorbells
buzzers
heat regulators
tractor ignition
starting Fords
ringing burglar alarms
protecting bank vaults
electric clocks
telephone and
telegraph
calling Pullman
porters
firing blasts
lighting tents and
outbuildings
running toys

Eveready Columbia Hot Shot Batteries contain 4, 5 or 6 cells in a neat, water-proof steel case. It is not a "Hot Shot" unless it is an Eveready Columbia.



1½ volts.
Fahnestock
spring clip
binding posts
on the Ever-
eady Colum-
bia Ignitor at
no extra cost.

Battery ignition is safety—plus

BATTERY ignition for motor-boats is exceptionally free from trouble. For instant starting, never-miss running, and utmost reliability regardless of weather, insist on battery ignition. Use Eveready Columbia Dry Batteries and enjoy battery ignition at its best—lowest in first cost, least repair expense. Skippers of open and semi-cabin craft prefer the Eveready Columbia Hot Shot for its water-proof steel case, which defies rain and spray. There is an Eveready Columbia dealer in every port.

Manufactured and guaranteed by

NATIONAL CARBON COMPANY, INC.
New York San Francisco

Canadian National Carbon Co., Limited, Toronto, Ontario

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

MoToR BoatinG Advertising Index

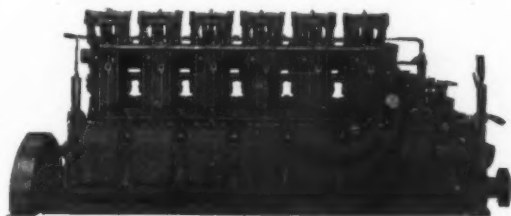
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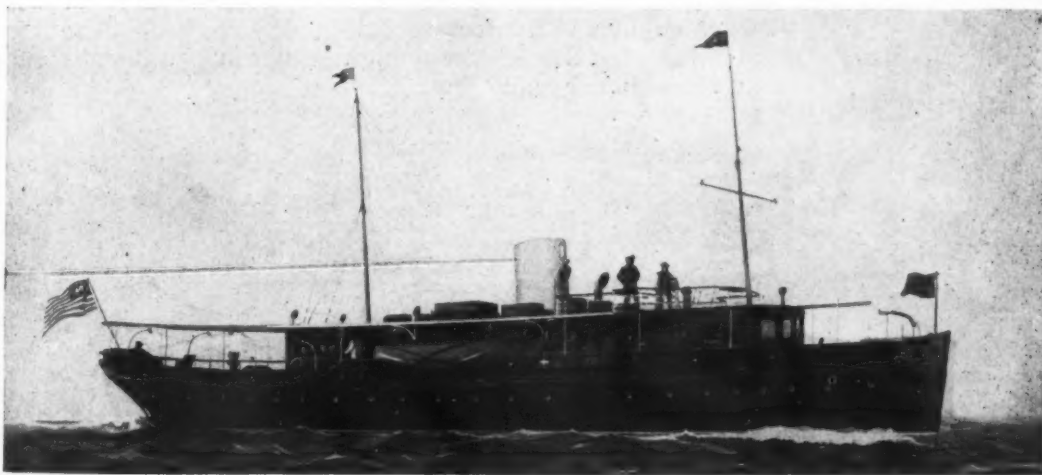
Standard Oil Engines

"Full Diesel"

The preference shown for the Standard oil engine in yacht installation is due to the quiet running, absence of vibration, simplicity of design, reliability, absolute safety with low pressure air. The only direct reversing engine built in three, four and six cylinder sizes.



135 H.P. 6 cylinder direct reversing full Diesel Standard oil engine. These engines in 24 hour tests have shown a fuel consumption of .38 of a pound of fuel oil per hour per brake horse power.



"Nevada," a modern twin screw Diesel Yacht, 110 ft. overall, 20' 6" beam, 6' draft, now building for Mr. DeVer H. Warner at Nevins Shipyard, City Island, from designs and under the supervision of Messrs. Tams & King, for which two six cylinder 135 H.P. direct reversing Standard Diesels have been selected.

Write us your requirements for either Gasoline or Oil Engines

Back of the STANDARD Gasoline and Oil Engines is the

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178 WHITON STREET

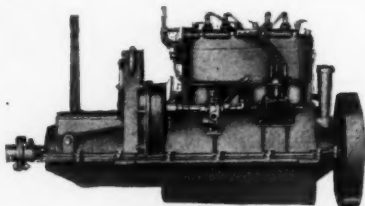
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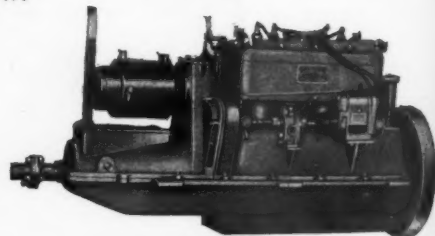
The TEST of TIME Proves the Reliability of **FAY & BOWEN** **MARINE ENGINES**

THE governing factor in the design of every Fay & Bowen engine is reliability. For more than a quarter of a century Fay & Bowen engines have proven this built-in reliability under all kinds of boating conditions.

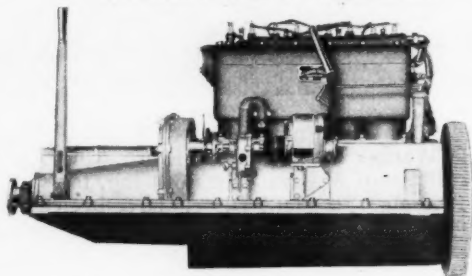
Being boat builders as well as engine manufacturers we are in a more fortunate position than other marine engine manufacturers for the practical study of marine power plant requirements. It is this combined experience that places Fay & Bowen engines in the forefront of quality engines. And it is the big call for Fay & Bowen engines that brings them to you at a price that is really low.



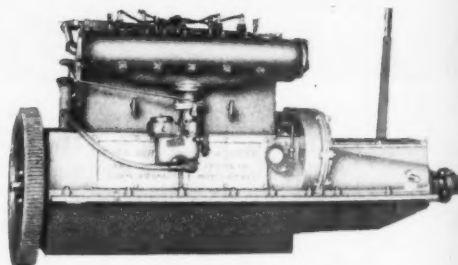
GOBEST
14 H.P. at 1600 R.P.M.
Bore 2 13/16". Stroke 4". Weight 385 lbs.



MODEL LC-41
27 H.P. at 1600 R.P.M.
Bore 3 1/2". Stroke 4 1/2". Weight 500 lbs.



MODEL LN-43
40 H.P. at 1600 R.P.M.
Bore 4 3/4". Stroke 5 1/2". Weight 950 lbs.
Two complete and independent ignition systems.



MODELS LNS-43 and LNA-42
LNS-43—60 H.P. at 1400 R.P.M.
Bore 4 3/4". Stroke 5 1/2". Weight 750 lbs.
LNA-42—45 H.P. at 1400 R.P.M.
Bore 4 1/4". Stroke 5 1/2". Weight 700 lbs.

Write today for complete engine catalog

FAY & BOWEN ENGINE CO.

104 LAKE STREET

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44 Third Avenue at 10th Street
Sutter Bros.

6 Commercial Wharf
Gray-Aldrich Co.

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